

1428 Spruce St

ELEVENTH
ANNUAL REPORT

OF
THE DIRECTORS

OF THE

PENNSYLVANIA RAILROAD COMPANY,

TO
THE STOCKHOLDERS.

FEBRUARY 1, 1858.

PHILADELPHIA:
CRISSY & MARKLEY, PRINTERS,
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DIRECTORS, 1858—1859.

BY THE STOCKHOLDERS.

J. EDGAR THOMSON,	THOMAS MELLON,
WASHINGTON BUTCHER,	JOHN HULME,
WM. R.. THOMPSON,	G. D. ROSENGARTEN
JOSIAH BACON,	WISTAR MORRIS.

BY THE CITY OF PHILADELPHIA.

JOHN ROBBINS, JR., JOHN G. BRENNER,
SAMUEL MEGARGEE.

BY THE COMMISSIONERS OF ALLEGHENY COUNTY.

(Two vacancies.)

BY THE BOARD.

WILLIAM B. FOSTER, JR.

PRESIDENT.

J. EDGAR THOMSON.

VICE-PRESIDENT.

WM. B. FOSTER, JR

TREASURER.

THOMAS T. FIRTH.

SECRETARY.

EDMUND SMITH.

ANNUAL MEETING.

Philadelphia, February 1, 1858.

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock, A. M., at the Sansom Street Hall.

On motion of Mr. Lewis Elkin, the Hon. Richard Vaux, Mayor of the City, was called to the chair, and, on motion of Mr. A. J. Derbyshire, Edmund Smith was appointed Secretary.

The Secretary read the Annual Report of the Board of Directors for the year 1857.

Mr. William Neal offered the following resolution, which was adopted:—

Resolved, That the Report of the Board of Directors, as just read, be and the same is hereby accepted by this meeting, and that, as usual, it be published in pamphlet form, for the information of the stockholders.

Mr. Moncure Robinson submitted the following resolutions, and advocated their adoption:—

Resolved, That at the present and all future annual meetings of the Company, a committee of seven large individual stockholders, residing in this city, be appointed by the Chairman, to recommend, after conferring with the President, a ticket for Directors, to be voted by the stockholders, at the approaching election.

Resolved, That the stockholders approve the action taken by the Board of Directors, as regards the exposure of the names and interests of shareholders, and that a book, containing the names of the stockholders, with the number of shares held by each, be kept at the office of the Company, in a convenient position, for the inspection of any stockholder.

Resolved, That the Board of Directors be and they are hereby instructed to reduce, as early as practicable, the indebtedness of the Company, other than that represented by permanent loans, mortgages on real estate and ground rents, to an amount not exceeding three per cent. of the capital stock actually paid in, and thereafter to keep the indebtedness of the Company, other than that above specified, within this amount.

The resolutions were debated by Messrs. Robinson, Neal, Foster, Jeanes, Thomson, Hulme and Elkin, and were finally adopted.

Under the first resolution, the Chairman appointed the following committee:—

Moncure Robinson, *Chairman*.

Messrs. Stephen Baldwin,	Messrs. Joseph Yeager,
Alfred Cope,	Benjamin Gaskill,
John B. Myers,	Joseph M. Thomas.

Mr. Thomas W. Powell, of England, brought to the attention of the meeting the condition of the Marietta and Cincinnati Railroad Company, and desired some action taken by the stockholders in reference thereto. He offered the following resolution :—

Resolved, That the Directors of this Company be and they are hereby authorized to examine into and report the condition and circumstances of the Marietta and Cincinnati Railroad Company; also, upon the probable cost of completing their line, the prospect of its completion, and generally, as to whether any, and if any, what, measures should be adopted by this Company, with a view to secure the traffic and advantages intended to have been obtained by the subscription of this Company to the stock of the Marietta and Cincinnati Railroad Company; the report to be published for the information of the stockholders.

Mr. Lewis Elkin moved to amend, by adding the words “if the Directors deem it advisable.”

On the question being taken, the amendment was rejected.

Mr. Moncure Robinson offered the following amendment: “Provided that no subscription of stock, or loan, be made by the Company to the Marietta and Cincinnati Railroad Company, without first submitting the question of the propriety of making a subscription or loan to the said Company to a special meeting of stockholders, to be convened for the purpose.

The amendment was accepted by Mr. Powell.

A debate ensued, in which it was stated that the Company had no right to make any further subscriptions to railroad companies without legislative authority for the purpose, sanctioned by the stockholders.

The Chairman stated that the question was upon the resolution as amended.

Mr. William Neal moved to strike out the proviso offered by Mr. Robinson.

On the question being taken the motion was agreed to—
ayes 32, noes 24.

The question being taken on the resolution, as originally offered by Mr. Powell, it was unanimously agreed to.

Then adjourned.

RICHARD VAUX, Chairman.

EDMUND SMITH, Secretary.

ELEVENTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,

Philadelphia, January 30, 1858.

To the Stockholders of the Pennsylvania Railroad Company:

At the time of your last annual meeting, the business of the company and the condition of the country were highly prosperous. Every indication pointed to the continuance of financial ease during the year, and to the uninterrupted prosperity of your enterprise. Apprehensions, it is true, were felt that the large individual and corporate indebtedness of every section of the country would, in time, lead to a monetary crisis; but there was no expectation that it would come so suddenly or be marked by such unprecedented violence. Now that it has in a great measure passed, we can discover no sufficient reason for the intensity of the panic. Its effects are familiar to all, and it is due to these that you failed to receive your usual semi-annual dividend in November last. The profits of the Company were sufficient to justify a reasonable dividend at that time, but they had been invested in the construction and equipment of the road, under the impression that a sale of your second mortgage bonds would enable us to replace them in season to meet the legitimate expectations of the shareholders. The nearly total prostration of corporate and individual credits that occurred throughout the country, prevented the accomplishment of this object. Between placing the credit of the Company in jeopardy, or the sacrifice

of its securities, and the temporary inconvenience of some of the shareholders, the board could not hesitate. The permanent interests of all the stockholders—which it was their duty to consult—have doubtless been promoted by the course adopted. Sound policy dictated that, under the circumstances, all the means of the Company should be directed to the reduction of its unfunded liabilities. These, we have the gratification to inform you, have been met to an extent that renders certain the payment of a dividend in May next.

The board have resolved further to reduce the floating or unfunded debt, which does not now exceed five per cent. on the capital stock paid in, to three per cent., and thereafter not allow it to exceed this limit.

As the accounts of the Company, after making ample deduction for the “contingent and renewal fund,” justify the payment of the suspended dividend, it has been urged that this should be divided among the shareholders, in scrip, convertible into bonds or stock of the Company at par. As neither of these methods of payment could be resorted to without operating injuriously upon the sale of the securities of the Company, the suggestion has not been adopted. At a later period, however, it may be advisable to make this disposition of these profits.

It will be seen from the statement of the Treasurer, annexed to this report, that			
there has been received from shareholders in payment for the capital stock of			
the Company, up to January 1, 1858,	-	-	\$13,266,625 00
And from Loans,	-	-	8,190,523 74
Balance of Interest and Dividend due to Stockholders, and State			
tax on coupons unpaid,	-	-	30,284 96
Balance remaining to credit of Contingent and Renewal Fund,			371,545 86
Balance of Profits for the years 1856 and 1857 (see Treasurer's			
report,)	-	-	979,272 17
Amount of bonds issued to State of Pennsylvania for purchase of			
Main Line of Public Works,	-	-	7,500,000 00
			<u>\$30,278,251 73</u>

Which has been expended as follows :

Eastern division,	-	-	\$5,681,363 07	
Western Division,	-	-	7,738,373 77	
			<u>13,419,736 84</u>	
Amounts carried forward,	-	-		\$30,278,251 73

Amounts brought forward,	-	-	\$13,419,736 84	\$30,278,251 73
Second Track,	-	-	3,955,143 34	
Foremen's, workmen's, and tool houses,	-		89,466 93	
New office building, Philadelphia,	-		70,414 10	
Shop machinery,	-	-	204,153 29	
Telegraph line,	-	-	45,264 28	
Locomotives,	-	-	1,335,051 30	
Freight cars,	-	-	1,018,357 52	
Passenger cars,	-	-	181,953 68	
Road cars,	-	.	33,930 01	
Extension of Pennsylvania Railroad to Pitts-				
burgh and Steubenville Railroad,	-		2,696 08	
Amount,	-	-	\$20,356,167 37	
Balance of profits of road, November 1, 1855,				
after paying interest to stockholders, credited				
to cost of construction, as required by the				
charter of the Company,	-	-	589,185 79	
Cost of road and outfit, &c.,	-	-	19,766,981 58	
Cost of the Main Line of the Public Works pur-				
chased from the State of Pennsylvania,			7,500,000 00	
Total cost of Roads and Canals belonging to				
the Company,	-	-	\$27,266,981 58	
Subscriptions to Western Railroads, and stock				
dividends from same,	-	-	1,666,050 00	
Bonds of municipal and other corporations,			142,952 50	
Bills and accounts receivable,	-	-	714,944 81	
Balance in hands of agents,	-	-	234,660 23	
Balance in hands of Treasurer, Dec. 31, 1857,			252,662 61	
				\$30,278,251 73

The earnings of the Railroad during the year, as reported by
the General Superintendent, were, - - - \$4,855,669 76

From which deduct tolls paid for use of other roads, as fol-
lows :—

Philadelphia and Columbia (State) Railroad to				
July 31,	-	-	\$239,385 97	
Harrisburg and Lancaster Railroad,	-		224,249 71	
Northern Central Railroad,	-	-	46,901 17	
Philadelphia City Railroad,	-	-	5,303 99	
				515,840 84
Leaving the business of the Pennsylvania Railroad proper,			\$4,339,828 92	
From this deduct Transportation expenses and tonnage duties,			2,484,902 06	
Leaving the surplus earnings of the Road for 1857,	-		\$1,854,926 86	

Amount brought forward,	-	-	-	\$1,854,926 86
From which deduct the following items not included in the Statement of the General Superintendent:				
Interest on Funded Debt as it stood January 1, 1858, which is more than its average for the year,	-	-	-	\$141,775 48
Expenses of General Office, &c.,	-	-	-	38,430 94
State tax paid on stock and bonds,	-	-	-	55,806 42
Balance of rent account,	-	-	-	25,513 07
Difference in interest on bills payable and receivable, say,	-	-	-	34,000 00
Five months of accrued interest on purchase of Main Line, January 1,	-	-	-	156,250 00
				<hr/> \$754,775 91
There is a balance of,	-	-	-	\$1,100,150 95
which is more than sufficient for a dividend of 8 per cent. upon the capital of the Company.				

The high prices that prevailed during the year, for labor and materials, added to the large expenditures incurred for iron rails, cross-ties and bridge repairs, would seem to render any additional allowance for deterioration unnecessary; but if we place to the "contingent and renewal fund" \$175,677, there would still remain a net profit of \$924,473 95, which is equivalent to a dividend of 7 per cent. upon the *present* capital of the Company. The tables appended to the report of the General Superintendent, exhibit the earnings and expenses of the road in detail. It will be seen, by reference to these, that the number of passengers conveyed during the year, between Harrisburg and Pittsburgh, is equivalent to 143,613 passing over the whole length of the road; showing a decrease, as compared with 1856, of 5,040 passengers, and a decrease in receipts, for first-class passengers, of \$9,735, and for emigrants, \$1,395.

Upon the Harrisburg and Lancaster Railroad—leased by this Company—the equivalent through-passengers, adding the number carried over the Columbia branch of that road an equivalent distance, was 140,329, being 3,284 less than the equivalent through-passengers on the Pennsylvania Railroad; showing the

local business of the Pennsylvania Railroad, though traversing a mountainous region, intersected by rich valleys, to be greater than that of its associate, though passing, for its whole length, through the wealthy and populous counties of Dauphin and Lancaster. The equivalent through-passengers on the Harrisburg and Lancaster road, previous to the commencement of the Pennsylvania Railroad, ten years since, was but 51,568; and on the Philadelphia and Columbia Railroad, but 65,751. The equivalent through-passengers on the latter road, in 1856, was 207,086. Should the travel upon these lines increase with the same rapidity for the next ten years, the prospects of our Company will fully equal the expectations of those who have formed the most sanguine anticipations of its future.

The gross earnings of the road for freight, during the year, were \$3,376,516 26; being an increase over the year 1856, of \$130,054 41. The through business amounted to 172,073 tons, and the local, including coal, to 358,347 tons; an increase of 6,910 on the through, and 69,518 on the local tonnage. The aggregate tonnage for the year was 530,420 tons, in which is included 160,394 tons of gas and other coals, carried in the cars of the Company. In addition to this, there were 296,098 tons of local freight transported in the cars of individuals, including 97,619 tons of coal delivered in Pittsburgh.

The year 1858 will be the first under which the whole line, from Philadelphia to Pittsburgh, will be operated by this Company; and from this period, the accounts of the Company may be kept so as to be of greater value for future reference, in exhibiting the development of the traffic of the line.

On the first day of August last, in conformity to the terms of purchase, sanctioned by your vote on the 23d of July, the Main Line of public works was transferred, by proclamation of the Governor of the Commonwealth, to this Company.

The price required to be paid for the works was \$7,500,000, in the bonds of this Company, bearing five per cent. interest; the State relinquishing her reserved right to purchase the Pennsylvania Railroad. Of these bonds, \$100,000 are payable on

the 31st day of July, 1858, and \$100,000 annually thereafter, until July 31, 1890, when the payments will be at the rate of \$1,000,000 per annum, until the whole amount is paid. The terms of the bill of sale have been fully complied with, and the bonds of the Company, for the amounts required, delivered to the Treasurer of the State.

Appended to this report will be found a statement, marked A, showing the amount of principal due on the 31st day of July of each year, and the amount of interest payable each half year. It is seen that, under the gradual extinguishment of the debt to the State, as required by the bill, the amount of interest and instalment of principal due in 1865, is \$440,000. If this amount should be set apart annually thereafter, to meet interest and principal due each year, and the surplus, after such payments, applied to a sinking fund; this fund would be sufficient to meet the remainder of the debt at maturity, if reinvested semi-annually, at the rate of only five per cent. per annum.

It is proposed to credit profit and loss account with the reduction of the principal of the debt, when paid from the net revenue of the Company, after it shall amount to a dividend of one per cent. upon its capital, and divide the same among the shareholders in scrip, convertible into the stock of the Company at par.

The price required for these works is much more than they were worth to the State, or than could have been safely paid for them by any other purchaser, expecting to comply with the terms of sale. The acceptance of these terms by the Pennsylvania Railroad Company, is justified by the greater efficiency with which the whole line between Philadelphia and Pittsburgh could be operated, when placed under one control; an efficiency which the close competition between the four East and West lines—in price, speed, and accommodation—rendered a paramount consideration.

The purchase embraces one hundred and four miles of canal on the west, and one hundred and eighty-one miles (including the Swatara feeder, two and a half miles long) on the east side

of the Allegheny mountain; thirty-seven miles of railway, part double and part single track, between Johnstown and Hollidaysburg; and eighty miles of double-track railroad between Philadelphia and the Susquehanna river,—together with all the real estate, locomotives, cars, and all other property connected with, or in anywise appertaining thereto.

The canals purchased were found to be in a very dilapidated condition, having, in addition to a neglect of necessary annual repairs, suffered much from the frequent freshets of the past spring. Very little progress had been made in repairing these breaches, when the line was transferred to this Company.

The railroad between Hollidaysburg and Johnstown possesses no value, except what is due to the material of which its track is constructed.

The condition of the Philadelphia and Columbia Railroad, and its fixtures, was found to be scarcely more favorable than that of the canals; and the expenditures required at once to place them in good order, have necessarily been heavy; all of which have been charged to current expenses.

It appears that nothing except the daily supplies necessary to keep the trains in motion, was purchased by those in charge of this road, for its operation and maintenance, after the passage of the sale bill. After the sale of the road, the articles on hand, then purchased by the Pennsylvania Railroad Company, were used to work and repair it until its delivery, on the first of August—a period of thirty-six days—while the receipts of all of the works were appropriated to the use of the original owners, leaving a just claim for indemnification on the part of this Company.

In the repairs of this road during the five months, ending December 31, 1857, that it has been in our possession, \$54,291 have been expended for iron rails; \$29,269 for ties, chairs, frogs, spikes, and for repairs of bridges; and \$3,605 for the renewal and repairs of water-stations, for which no expenditures were made by the State for the previous seven months.

We refer to this subject in explanation of what would other-

wise appear to be a heavy outlay upon this portion of the road, now known as the Philadelphia Division of the Pennsylvania Railroad. The tracks of this division are at present in good order, but they will require more than their due proportion of iron to maintain them in like condition for the next twelve months.

The ordinary running expenses of this portion of the line have been largely curtailed, and will be further reduced as circumstances permit.

Upon the remainder of the line the increased expenditures are mainly due to the increased tonnage transported, except for the items of iron rails, chairs, spikes, cross-ties, and repairs of bridges, all of which are approaching the maximum of deterioration, and will not hereafter be very materially exceeded upon the same length of tracks. The amount expended for these items during 1857 was \$220,673, of which \$83,560 was on the Philadelphia division of the road. The amount expended in 1856, for the same items, was \$47,125.

The prevailing low prices of labor and materials will be sensibly felt during the year 1858, in reduction of expenses, and we think that they will fully compensate for any anticipated decrease in the business of the road, from the recent financial embarrassments of the country.

Very little progress has been made with the second track during the year. The amount now laid on the western division, which extends from Pittsburgh to Altoona, a distance of 117 miles, is 92 miles. There is, also, on this division, 13 miles of sidings and a branch to Indiana, containing $20\frac{1}{2}$ miles of single track. On the eastern division, from Altoona to Harrisburg, 132 miles, the length of second track laid is 70 miles, and $12\frac{1}{2}$ miles of sidings. The branch from Altoona to Hollidaysburg, 8 miles in length, including sidings, is equivalent to ten miles of single track.

The sum necessary to complete the entire double track, and substitute iron for the present wooden bridges, except the Susquehanna bridge, is estimated at \$1,088,396 36. The facilities now afforded for operating a single track, by the aid of the tele-

graph system, render it less important to continue the expenditure for this object, until the business of the line shows some considerable increase.

By reference to the tabular statements appended to this report, it will be seen that the gross earnings of the canal portion of the main line, during the five months, (from August 1st, 1857, to December 31st, 1857,) amounted to \$92,433 50, and the cost of repairs and maintenance, during the same period, was \$73,190 10, leaving the sum of \$19,243 40 as the net earnings of the same for the period above stated. It is proper, however, to remark, that the earnings, up to the close of navigation in 1857, will be all expended in preparing the works for navigation in the spring.

Additional warehouse room is required for the accommodation of the freighting business of the road at several points. The accommodations for passengers at the stations on the line are yet deficient, particularly upon that portion recently purchased of the Commonwealth, and at Pittsburgh. The crection of a suitable station at the latter point has been delayed chiefly in consequence of the uncertain movements of our western connections. It has been our wish to bring all of the roads with which we connect at Pittsburgh, into one station, for which this Company has provided ample grounds. The causes that have delayed the commencement of this station-house, will, we think, soon be overcome, when arrangements for its erection will be made.

The expectations expressed in the last annual report of the Board in relation to an early connection with the Pittsburgh, Fort Wayne, and Chicago Railroad, have not been realized.—That Company has, however, after much delay, succeeded in placing its Eastern terminus on the Pittsburgh side of the Allegheny river; but owing to the interposition of municipal objections to the passage of Penn street, their road has not yet been connected with that of this Company. These difficulties, we trust, will soon be overcome, and the inconveniences to which passengers have been subjected at Pittsburgh, obviated.

The transfer of passengers from wide to narrow cars at Harrisburg still continues in consequence of delays attending the procurement from Councils of the privilege of increasing the space

between the tracks of the Philadelphia City Railroad. An alteration in the height of the tunnel on the Harrisburg and Lancaster Road, is also important to effect this object. That Company has consented to make this change during the ensuing spring.—As soon as these alterations are made the inconvenience referred to will cease, and the changes on our route will be reduced below those of any other line to the West.

The rolling stock upon the Pennsylvania Railroad consisted, at the close of the year, of

216 Freight and Passenger Locomotives,—including those purchased with the main line, a number of which are only worth the material of which they are built—

54 Wide Passenger Cars.

14 Narrow do.

31 Emigrant Cars.

18 Baggage Cars, with Mail Apartments.

9 do. do. without do.

188 Eight-wheeled Stock Cars.

1264 Eight-wheeled House Cars, for general merchandise.

109 Four-wheeled House Cars, do. do.

292 Eight-wheeled Lumber, Coal, or Wood Trucks.

92 Four-wheeled Coal Cars.

The outfit is deemed sufficient to meet any demands that can arise during the present year.

It has been the policy of this Company to aid in the construction of Western Railways designed to facilitate trade to and from its road, and to avoid the serious inconveniences and loss to its freighting business from the uncertain character of the navigation of the Ohio river. With this object in view, assistance has been extended to the Pittsburgh, Fort Wayne and Chicago, the Steubenville and Indiana, and the Marietta and Cincinnati Railroad Companies.

The two first-named works have, to a considerable extent, met the objects for which the investment was incurred, but neither has yet succeeded in obtaining such connections as would have justified the expenditures that have been made on their account.

The continuation of the Pittsburgh and Fort Wayne Road to Chicago, and an independent line from Steubenville to Pittsburgh, seem to be essential to give to them the ability to repay us for the expenditures incurred, or prove profitable to their shareholders. We expected ere this to have been able to report that these objects had been accomplished; but the continued financial embarrassments of the country have prevented the procurement of the means required for that purpose.

Arrangements are now in progress, which, it is believed, will lead to the completion of these connections. When finished, they will secure to this Company all the indirect advantages anticipated from their construction; while the lapse of a few years will enable the Companies to relieve themselves from their embarrassments, and make direct returns to their shareholders.—Both works occupy favorable locations for traffic, and would—but for their inability to procure funds at reasonable rates to complete their lines—have proved, ere this, profitable investments.

The financial difficulties of the Marietta and Cincinnati Railroad Company have prevented the extension of its road to a point that would render the investment made in its shares by this Company, either directly or indirectly, profitable to it. These embarrassments have induced the Directors of that Company to call a meeting of its shareholders and creditors, on the 10th day of February next, at which meeting this Company will be duly represented.

The advantages anticipated by the stockholders from a connection with this line would, doubtless, have been fully justified by the results, had the subscription, as recommended by the Directors, been made contingent upon the Marietta and Cincinnati Company securing additional means from other sources to complete their whole line to Wheeling.

The attempt to consolidate the Marietta and Cincinnati Company with the Chartiers Valley and Hempfield Railroad Companies, alluded to in the last annual report of your Board, was not successful, and we do not think that such a combination, owing to the embarrassed financial condition of all these Companies, would have been attended with useful results.

The additional business that has devolved upon the General Superintendent, in consequence of the acquisition of the State Works, and the increased traffic upon the whole line, having proved too great for the close supervision of all the operations of the Company by one head, the Board, at the suggestion of the late General Superintendent, separated the business of the Transportation Department into two divisions. To one is committed the supervision of the active operations of all the sub-departments for working the road, while to the other is given the supervision and auditing of all of the accounts of the Company; the first to be known as General Superintendent, and the other as "Controller and Auditor."

The office of Controller and Auditor has been filled by the appointment of H. J. Lombaert, Esq., who has so long and successfully managed the whole line as General Superintendent.—The thorough acquaintance of railway accounts possessed by this gentleman, and his minute knowledge of the value of all articles of railway consumption, added to his high character for integrity, peculiarly fit him for this post.

The position of General Superintendent has been filled by the appointment of Thomas A. Scott, Esq., who has been connected with the Transportation Department since its organization, and has acted, since the operations of that department were extended beyond the mountains, as Superintendent of the Western division. From the successful administration of the duties heretofore confided to him, the Board has entire confidence that the high reputation of the road for safety and the despatch of its business, will be fully preserved, while a comparative release from office duties will enable the General Superintendent to exercise a larger influence in promoting the economical management of the road.

The Board have to regret the loss, by resignation, during the past year, of three of its members, Messrs. C. E. Spangler, John Farnum, and Geo. W. Carpenter—the first two on account of their private engagements, and the last from bodily affliction, which has for some months deprived the Company of the benefits

of his long experience and judicious counsel. Messrs. Spangler and Carpenter were the only remaining members of the original Board at the organization of the Company. These vacancies have been filled by the appointment of Messrs. John Hulme, G. D. Rosengarten, and Wistar Morris—gentlemen well known to this community.

By order of the Board.

J. EDGAR THOMSON,
President.

WM. B. FOSTER, JR.,
Vice President.

TABLE

Showing the Semi-annual payments of Principal and Interest under terms of Purchase of the "Main Line."

DATE.	Principal, after pay- ments of \$100,000 annually, as re- quired by terms of Sale.	Interest at 5 per cent. per annum.	Semi-annual pay'ts. including instal- ments of princi- pal, under terms of Sale.
	Dollars.	Dollars.	Dollars.
July 31, 1857.....	7,500,000	.....	.....
January 31, 1858.....	7,500,000	187,500	187,500
July 31, 1858.....	7,400,000	187,500	287,500
January 31, 1859.....	.....	185,000	185,000
July 31, 1859.....	7,300,000	185,000	285,000
January 31, 1860.....	.....	182,500	182,500
July 31, 1860.....	7,200,000	182,500	282,500
January 31, 1861.....	.....	180,000	180,000
July 31, 1861.....	7,100,000	180,000	280,000
January 31, 1862.....	.....	177,500	177,500
July 31, 1862.....	7,000,000	177,500	277,500
January 31, 1863.....	.....	175,000	175,000
July 31, 1863.....	6,900,000	175,000	275,000
January 31, 1864.....	.....	172,500	172,500
July 31, 1864.....	6,800,000	172,500	272,500
January 31, 1865.....	.....	170,000	170,000
July 31, 1865.....	6,700,000	170,000	270,000
January 31, 1866.....	.....	167,500	167,500
July 31, 1866.....	6,600,000	167,500	267,500
January 31, 1867.....	.....	165,000	165,000
July 31, 1867.....	6,500,000	165,000	265,000
January 31, 1868.....	.....	162,500	162,500
July 31, 1868.....	6,400,000	162,500	262,500
January 31, 1869.....	.....	160,000	160,000
July 31, 1869.....	6,300,000	160,000	260,000
January 31, 1870.....	.....	157,500	157,500
July 31, 1870.....	6,200,000	157,500	257,500
January 31, 1871.....	.....	155,000	155,000
July 31, 1871.....	6,100,000	155,000	255,000
January 31, 1872.....	.....	152,500	152,500
July 31, 1872.....	6,000,000	152,500	252,500
January 31, 1873.....	.....	150,000	150,000
July 31, 1873.....	5,900,000	150,000	250,000
January 31, 1874.....	.....	147,500	147,500
July 31, 1874.....	5,800,000	147,500	247,500
January 31, 1875.....	.....	145,000	145,000
July 31, 1875.....	5,700,000	145,000	245,000

TABLE

Showing the Semi-annual payments of Principal and Interest under terms of Purchase of the "Main Line"—continued.

DATE.	Principal, after pay- ments of \$100,000 annually, as re- quired by terms of Sale.	Interest at 5 per cent. per annum.	Semi-annual pay'ts, including instal- ments of princi- pal, under terms of Sale.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
January 31, 1876.....	5,700,000	142,500	142,500
July 31, 1876.....	5,600,000	142,500	242,500
January 31, 1877.....	.....	140,000	140,000
July 31, 1877.....	5,500,000	140,000	240,000
January 31, 1878.....	.....	137,500	137,500
July 31, 1878.....	5,400,000	137,500	237,500
January 31, 1879.....	.....	135,000	135,000
July 31, 1879.....	5,300,000	135,000	235,000
January 31, 1880.....	.....	132,500	132,500
July 31, 1880.....	5,200,000	132,500	232,500
January 31, 1881.....	.....	130,000	130,000
July 31, 1881.....	5,100,000	130,000	230,000
January 31, 1882.....	.....	127,500	127,500
July 31, 1882.....	5,000,000	127,500	227,500
January 31, 1883.....	.....	125,000	125,000
July 31, 1883.....	4,900,000	125,000	225,000
January 31, 1884.....	.....	122,500	122,500
July 31, 1884.....	4,800,000	122,500	222,500
January 31, 1885.....	.....	120,000	120,000
July 31, 1885.....	4,700,000	120,000	220,000
January 31, 1886.....	.....	117,500	117,500
July 31, 1886.....	4,600,000	117,500	217,500
January 31, 1887.....	.....	115,000	115,000
July 31, 1887.....	4,500,000	115,000	215,000
January 31, 1888.....	.....	112,500	112,500
July 31, 1888.....	4,400,000	112,500	212,500
January 31, 1889.....	.....	110,000	110,000
July 31, 1889.....	4,300,000	110,000	210,000
January 31, 1890.....	.....	107,500	107,500
July 31, 1890.....	3,300,000	107,500	1,107,500
January 31, 1891.....	.....	82,500	82,500
July 31, 1891.....	2,300,000	82,500	1,082,500
January 31, 1892.....	.....	57,500	57,500
July 31, 1892.....	1,300,000	57,500	1,057,500
January 31, 1893.....	.....	32,500	32,500
July 31, 1893.....	300,000	32,500	1,032,500
January 31, 1894.....	.....	7,500	7,500
July 31, 1894.....	.....	7,500	307,500

ELEVENTH ANNUAL REPORT.

AMOUNT RECEIVED.		Dolls.	C.	AMOUNT EXPENDED.		Dolls.	C.
Amount received from Stockholders, in payment of Instalments, -		13,206,62	00	EASTERN DIVISION.			
Amount received from Permanent Loans, viz:				From Harrisburg to Altoona, -			132 miles,
First Mortgage Dollar Bonds, -		\$4,924,192	87	Including Hollidaysburg Branch, -			7 "
Second Mortgage Dollar Bonds, -		1,544,357	18	Total, -		139	"
Second Mortgage Sterling Bonds, (unconverted) 961,390		09		Graduation and Masonry, -		\$1,957,534	32
Amount of Five Per Cent. Bonds due to Commonwealth of Pennsylvania for purchase of Main Line of Public Works, -				Superstructure of Road and Bridges, Ballast, Cross Ties, Iron Chairs, Iron Rails, Spikes and Bolts, Sills, Stationery, Printing and Incidentals, -		1,763,290	33
Amount received from Passengers, Freight, Canal, Mails and Expresses, -				Engineer Department, including Instruments, &c., -		189,728	24
Interest due to Stockholders unpaid, -		1,198	66	Land Damages, Expenses, Real Estate, Right of Way and Fencing, -		405,694	97
Dividends due to Stockholders unpaid, -		4,877	50	Real Estate, Philadelphia, -		403,310	83
State Tax on Coupons unpaid, -		24,208	80	Machine Shops, Engine Houses, Repair Shops, Stations, Warehouses, Car Sheds and Water Stations, -		961,894	38
Balance remaining to credit of Contingent and Renewal Fund, -				Total, -		5,681,363	07
Surplus Profits for the years 1856 and 1857, after payment of Dividends Nos. 1, 2 and 3, Interest on Bonds, State Tax on Coupons and Stock, &c., (including Stock Dividends of The Pittsburgh, Fort Wayne and Chicago Railroad Co. and Income Bonds, received for Interest on Marietta and Cincinnati Railroad Stock, amounting altogether to \$124,191.) -				WESTERN DIVISION.			
				Commencing at Altoona and extending to Pittsburgh, 117 miles. Including Indiana Branch, -		19	"
				Total, -		136	"
				Graduation and Masonry, -		4,946,119	15
				Superstructure of Road and Bridges, Ballast, Cross Ties, Iron Chairs, Iron Rails, Spikes and Bolts, Sills, Stationery, Printing and Incidentals, -		1,334,337	50
				Engineer Department, including Instruments, &c., -		236,674	12
				Land Damages, Expenses, Real Estate, Right of Way and Fencing, -		572,391	06
				Machine Shops, Engine Houses, Stations, Warehouses, Car Sheds and Water Stations, -		648,851	94
				Total, -		7,738,373	77
				SECOND TRACK.			
				Graduation and Masonry, -		1,605,225	47
				Superstructure of Road and Bridges, Ballast, Cross Ties, Iron Chairs, Iron Rails, Spikes and Bolts, and Sills, -		2,349,917	87
				Foremen's, Workmen's and Tool Houses, -		89,466	93
				New Office Building, Philadelphia, -		70,414	10
				Shop Machinery, -		204,153	29
				Telegraph Line, -		45,264	28
				Locomotives, -		1,355,051	50
				Freight Cars, -		1,048,357	52
				Passenger Cars, -		181,953	68
				Road Cars, -		33,930	01
				Total, -		400,298	00
				Total, -		3,955,143	34
				Total, -		400,298	00
				Total, -		2,560,292	51

PENNSYLVANIA RAILROAD COMPANY.

21

Extension of Pennsylvania Railroad to the Steubenville and Pittsburgh Railroad,	2,606 08
Balance of Profits of Road, Nov. 1, 1855, after paying interest to Stockholders, credited to cost of construction as required by the Charter of the Company,	20,356,167 37
	589,185 79
Cost of the Main Line of the Public Works, purchased of the Commonwealth of Pennsylvania,	19,796,981 58
Total cost of the Roads and Canals belonging to the Company,	7,500,000 00
Subscription to The Marietta and Cincinnati Railroad Stock,	27,266,981 58
Subscription to The Maysville and Big Sandy Railroad Stock,	650,000 00
Subscription to The Springfield, Mt. Vernon and Pittsburgh Railroad Stock, exchanged for Stock of the Steubenville and Indiana Railroad Company,	100,000 00
Subscription to The Ohio and Pennsylvania, and Ohio and Indiana Railroad Stock, converted into the Stock of The Pittsburgh, Fort Wayne and Chicago Railroad Company,	100,000 00
For Dividends, &c., paid in Stock,	\$600,000 00
	216,050 00
Transportation Expenses,	816,050 00
Commonwealth of Pennsylvania for Tax on Tonnage,	2,565,942 47
Harrisburg and Lancaster Railroad Tolls,	193,495 25
Insurance,	127,140 25
Office Expenses,	3,781 00
Rents,	38,430 94
	25,513 07
Dividend No. 3, on the Capital Stock,	2,954,352 98
Interest on Bonds,	454,908 00
State Tax on Stock,	481,125 48
State Tax on Coupons,	73,662 94
Loss on Sale of Uncurrent Funds, &c.,	24,208 80
Balance to credit of Profit and Loss for year 1857, after payment of Dividend No. 3, Interest on Bonds, State Tax on Stock and Coupons, and all other expenses,	11,045 90
	814,272 17
Gross Receipts of Road for 1857,	4,813,576 27
Bonds of Municipal and other Corporations, including \$97,500 Income Bonds of the Marietta and Cincinnati Railroad Co.,	142,952 50
Bills and Accounts Receivable,	714,944 81
Balance in hands of Agents,	234,600 25
Cash in hands of Treasurer, December 31, 1857,	252,662 61
	487,32 84
	35,091,828 00

THOS. T. FIRTH, Treasurer.

[E. & O. F.]
Philadelphia, January 1, 1858.

REPORT

OF THE

GENERAL SUPERINTENDENT.

Office of General Superintendent of Penna. R. R. Co.

Altoona, January 1st, 1858.

To the President and Directors of the

Pennsylvania Railroad Company.

GENTLEMEN:—The Annual Report of the Transportation Department, for the year ending December 31st, 1857, is herewith respectfully submitted.

The total receipts, from all sources, are as follows, viz :

From transportation of freight, motive power tolls,				
and tolls on individual cars,	-	-	\$3,374,040	93
From passengers on Pennsylvania Railroad and				
connecting lines,	-	-	1,170,081	72
From Emigrants,	-	-	74,776	64
“ Adams & Co's Express,	-	-	63,963	75
“ United States Mails,	-	-	64,544	07
“ Rents of workmen's houses, &c.,	-	-	29,430	11
“ Individuals and corporations,	-	-	28,129	91
“ Sundries,	-	-	50,702	63
Total receipts, -	-	-	\$4,855,669	76

Brought forward,	\$4,855,669 76
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The total expenses are as follows, viz :

Motive Power Department, -	\$759,765 27	
Conducting transportation department, including tolls paid Columbia and Portage Railroads, to July 31st, and to Harrisburgh and Lancaster, and Northern Central Railways, (amounting to \$510,536 85), and taxes paid the Commonwealth, (\$209,517 27,) 1,438,685 05		
Maintenance of Way Department,	569,706 44	
“ “ Cars Department,	232,586 14	
	<hr/>	3,000,742 90
		<hr/>
Leaving net receipts,		\$1,854,926 86
		<hr/> <hr/>

The balance sheet is as follows, viz :

TRANSPORTATION DEPARTMENT, DR.

To amount of stock on hand, January 1st, 1857, - -	\$322,924 29	
To amount of bills during 1857,	2,553,555 06	
To amount of pay rolls during 1857, - - - -	1,460,736 46	
To amount of receipts from all sources during the year 1857, -	4,855,669 76	
	<hr/>	9,192,885 57
		<hr/> <hr/>

TRANSPORTATION DEPARTMENT, CR.

By amount of motive power ex- penses for 1857, - -	\$759,765 27
By amount of conducting transport- ation expenses for 1857, -	1,438,685 05
By amount of maintenance of way expenses for 1857, - -	569,706 44
By amount of maintenance of cars expenses for 1857, - -	232,586 14
By amount of Columbia Railroad Transportation Company's ex- penses for 1857, - -	345,779 83
By amount chargeable to construc- tion and equipment department for 1857, - - -	597,593 43
By amount of receipts from all sources for 1857, - -	4,855,669 76
By amount of road and shop stock on hand January 1st, 1858, -	393,099 65
	<hr/> 9,192,885 57 <hr/>

Detailed statements, exhibiting each item of expenses, will be found accompanying, and marked as follows, viz :

Conducting Transportation, Passenger Department.

Conducting Transportation, Freight Department.

Motive Power Department.

Maintenance of Cars Department.

Maintenance of Way Department.

Construction and Equipment, (in connection with Transportation Department) Eastern and Western Divisions.

The following Statements, compiled from the Books of the Company, exceed in number those furnished for the year 1856, but for convenience in reference, similar statements for 1857

have the same number attached to them, as have those of the like statements in 1856. They are as follows :

No. 1. General Exhibit of Earnings and expenses on Pennsylvania Railroad for the year ending December 31, 1857.

No. 1½. Condensed Exhibit of Earnings and Expenses, together with Net Earnings for each month, during the year 1857.

No. 2. Exhibiting in detail amounts of Earnings from all sources for the year ending December 31st, 1857.

No. 3. Exhibiting the Monthly Totals of various Class Earnings, of Pennsylvania Railroad and connections, for year 1857.

No. 4. Condensed Exhibit of Monthly Expenses, in Motive Power, Conducting Transportation, Maintenance of Cars and Maintenance of Way Departments.

No. 5. Expenses of Pennsylvania Railroad for year ending December 31.

No. 6. Mileage and Expenses of Locomotive Engines, Eastern Division.

No. 7. Mileage and Expenses of Locomotive Engines, Western Division.

No. 7½. Mileage and Expenses of Locomotive Engines, Philadelphia Division.

No. 8 Abstract of Passengers carried and miles traveled during 1857.

No. 8½. Comparative Statement of receipts from Foreign Passengers.

No. 9. Receipts from Local Passengers on Pennsylvania Railroad.

No. 10. Number of Passengers from Local Stations.

No. 10½. Passengers to and from Foreign Stations.

No. 11. Emigrant Statement.

No. 12. Freight Earnings of Pennsylvania Railroad for 1857.

No. 13. Weights, in pounds, sent from and received at each station on Pennsylvania Railroad, for 1857.

No. 14. General Statement of Freight (in pounds) sent from each station, to each station on Pennsylvania Railroad.

No. 15. Tonnage of articles sent from and received at Philadelphia, via. Pennsylvania Railroad, during the year 1857.

No. 16. Tonnage of Articles carried over Philadelphia Division of Pennsylvania Railroad.

No. 17. Tonnage of Articles carried in cars of individuals over Pennsylvania Railroad.

No. 18. Statement of Coal to and from each station, carried in cars of Pennsylvania Railroad Company, on Pennsylvania Railroad.

No. 19. General information of Freights, Tonnage, Mileage, &c. &c.

No. 20. Classification of Freights.

Accompanying the Report of the Resident Engineer of the Pennsylvania Railroad, will be found tabular statements, which may prove of value for future reference.

The expenses of the Maintenance of Way Department have been increased, over the year 1856, the following amounts, viz :

Maintenance of Way, 1856,	-	-	-	-	\$324,737	68
“ “ 1857,	-	-	-	-	569,706	44
						<hr/>
Increase,	-	-	-	-	\$244,968	76
						<hr/>

This increase of expense in the road repairs, is accounted for, in part, by the addition of 80 miles of double track road between Philadelphia and Columbia, and of 37 miles of track between Hollidaysburg and Johnstown ; the former, for a period of five months, at an expenditure of \$136,682 45 ; the latter at an expenditure of \$5,600 27, for a period of three months.

As the great difference existing in the expenditures for road repairs between Philadelphia and Columbia, under the direction of the officers of the Commonwealth and those of the Pennsylvania Railroad Company, may be a matter of surprise to many of your stockholders, the leading items of each are annexed :

		COMMONWEALTH.	PENNA. RAILROAD CO.
		From Dec. 1, 1856, to Aug. 1, 1857.	From Aug. 1, 1857, to Jan. 1, 1858.
Wages laborers, foremen, watch-			
men, supervisors,	- -	\$37,137 92	\$34,740 04
Chairs and spikes,	- - -	nothing.	8,658 74
Cross-ties,	- - -	2,380 90	14,925 27
Frogs,	- - -	1,041 77	10,434 30
Railroad iron,	- - -	nothing.	54,291 22
Repairs of bridges,	- - -	378 85	5,685 01

By reference to the report of the Canal Commissioners, (statement No. 3, page 10, Columbia Railroad,) the expenses in detail of the Repair Department, are \$52,791 21 ; deducting \$6,116 53 paid for extra labor, removing snow, leaves the repairs of the road, from December 1, 1856, to August 1, 1857, a period of eight months, \$46,674 68 ; and from the 1st of August, 1857, to December 31st, 1857, a period of five months, your expenses for repairs have been \$136,682 45.

Another item of increased expenditure may be found in the cost of operating the Allegheny Portage Railroad, between Hollidaysburg and Johnstown, during the months of August, September, and October—when the expenditures were found so far to exceed the receipts, that it was ordered to be closed ; and the trade between those points taken over the Pennsylvania Railroad proper, via Hollidaysburg branch and Altoona. The length of the two routes, between Johnstown and Hollidaysburg, being about the same.

The total cost of operating the Allegheny Portage Railroad by

the Pennsylvania Railroad Company, from August 1st to November 1st, 1857, (3 months,) was as follows :

Motive power expenses, - - - - -	\$10,560 35
Maintenance of way repairs, expenses, - -	5,600 27
Conducting transportation " - - -	3,909 62
<hr/>	
Total, - - - - -	\$20,070 24

The receipts were as follows :

Local freight receipts, - - - -	\$9,326 08
One-third of through freight railroad receipts, - - - -	3,524 02
<hr/>	
	12,850 10
<hr/>	
Excess of expenditures, for three months, - -	\$7,220 14
<hr/>	

The management of this division by your officers will compare favorably with that of the Commonwealth, under the late Superintendent of the Allegheny Portage Railroad, "whose reform in its expenditures met with signal success." (Page 13, Report of Canal Commissioners.) His economical and prudent management commended him to your notice, and he received the appointment of Superintendent of the Portage Division of the Pennsylvania Railroad, which he filled satisfactorily until it was closed. The expenditures of the Commonwealth upon this division, from December 1, 1856, to August 1, 1857, a period of eight months, amounted to \$76,599 97.

The local freight receipts by the State for 8 months, - - - - - \$11,981 63

The local freight receipts by the Pennsylvania Railroad, 3 months, - - - - - 9,326 08

Through freight receipts by the State for 8 months, no report.

Through freight receipts by the Pennsylvania Railroad for 3 months, - - - - - 3,524 00

The expenditures by the Commonwealth, for this					
period, 8 months,	-	-	-	-	\$76,599 97
Expenditures by the Pennsylvania Railroad Com-					
pany for this period, 3 months,	-	-	-	-	20,070 24

From December 17, 1856, to March 17, 1857, three months, the canal navigation was closed, and it is probable that but little expense was incurred by the Commonwealth during this period, except shop labor, and materials necessary to repair motive power, &c.

It does not, therefore, require any argument to show, that the working of the Portage division of the Main Line was at least as unproductive to the Commonwealth as it has proved to be to the Pennsylvania Railroad Company.

Estimating the proportion of through freight receipts at the same as received by the Pennsylvania Railroad Company, it would make that item \$5,873 33 for the five months that the canal was open, and give a total revenue to the Commonwealth of	-	-	-	-	\$17,854 96
At an expenditure of	-	-	-	-	76,599 97

Or an actual expenditure to the Commonwealth over receipts, of	-	-	-	-	\$58,745 01
To which, if we add amount paid for use of a portion of the Pennsylvania Railroad,	-	-	-	-	6,250 00
Exhibits an actual deficit of	-	-	-	-	\$64,995 01

Since November the 1st, the traffic of the Main Line of the Pennsylvania improvements, between Johnstown and Hollidaysburg, has been passed over the Main Line of the Pennsylvania Railroad, via Altoona and Hollidaysburg branch, without interruption or unnecessary delay, and at rates of toll as favorable to the shippers by canal and railroad, as was previously enjoyed.

The Maintenance of Way expenses of the Pennsylvania Rail-

road proper, have been unusually heavy during the past year. The items—

Iron rails, amounting to,	-	-	-	\$65,058 85
Renewing cross-ties, amounting to	-	-	-	33,501 70
Repairs of bridges,	"	"	-	30,349 16

In all, - - - - - \$128,909 71

being an increase over 1856 of \$86,812 06.

This increase is not properly chargeable to the expenses of 1857; it is the effect of wear and tear through a period of years, and a much smaller amount would cover the actual expenses of wear and tear for one year. But the plan adopted by the Company makes each year bear the expense of repair necessary to maintain their property in a condition for service equal to its original efficiency.

These remarks are considered necessary to a proper understanding of this Report, which embraces many expenditures not heretofore incurred.

For further details your attention is invited to the report of the Resident Engineer of the Pennsylvania Railroad proper, the report of the Resident Engineer of the Philadelphia division, and the report of the Master of Machinery, and to the statements in tabular form, by the heads of the various sub-departments, each containing much information of interest and value.

On the first of October last, Enoch Lewis, Esq., Superintendent of the Middle Division, voluntarily retired from your service. His long connection with the road had made him familiar with all its operations, and it is with pleasure that I acknowledge his efficient aid.

With this report my duties as General Superintendent, cease. It has been my earnest endeavor to carry out your orders, and to maintain the discipline that your rules required. In this I have had the efficient co-operation of many faithful official subordinates. I have received instruction and encouragement at your hands, and to each and all I feel myself under obligations I shall never be able to repay.

My successor in the Transportation Department, Thos. A. Scott, Esq., one of the oldest employees in your service, is worthy of your confidence, and it is with feelings of pride that I convey to you the assurance that I have received from my subordinates of every grade, whose faithful services have won my confidence, that no effort shall be wanting on their part to give efficiency to his management.

All of which is respectfully submitted by your obedient servant,

HERMAN J. LOMBAERT,

General Superintendent.

REPORT

OF

THE MASTER OF MACHINERY.

Altoona, December 31st, 1857.

HERMAN J. LOMBAERT, ESQ.,

General Superintendent Pennsylvania Railroad.

According to your directions, I herewith furnish you with a tabular statement of the locomotive engines on the Pennsylvania Railroad, showing their condition and description.

On the 31st December, 1856, there were 133 locomotive engines on the road. Since the above, there have been added :

From M. W. Baldwin & Co.,—

4	26-tons	first-class	Passenger	Engines	and	Tenders.
4	28½-tons	“	Freight	“	“	“
4	27-tons	second-class	“	“	“	“
2	20½ tons	Shifting Engines.				

—
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1 Tender for Passenger Engine, built at Altoona.

From Commonwealth, delivered August 1st, 1857,—

- 8 27-tons first-class Passenger Engines and Tenders.
- 11 25-tons second-class Passenger or Freight Engines and Tenders.
- 16 32-tons first-class Freight Engines and Tenders.
- 11 26-tons second-class “ “ “
- 16 20-tons third-class “ “ “
- 6 18-tons third-class Passenger and Freight Engines and Tenders.
- 5 condemned Freight Engines.
- 2 first-class Passenger Engines, Shamokin and Wyalusing, sold to Pittsburgh, Fort Wayne & Chicago Railroad.
- 4 first-class Freight Engines, viz: Jefferson, Northumberland, Galitzan, and Cresson, sold to the Steubenville and Indiana Railroad.

Making a total of 216 Engines and 217 Tenders now on the road.

At this date there are Engines in good order,	-	-	124
“ “ running order,	-	-	53
“ “ under repairs,	-	-	34
“ “ condemned,	-	-	5
			<hr/>
Total,	-	-	<u>216</u>

The report of the Chief Clerk of the Motive Power Department, herewith presented, shows in detail the mileage, freight and passenger, the cost of repairs, and the expense of Engines, during the past year. The following abstract shows that there have been run by engines, on the Philadelphia Division :

Miles, with Passenger Trains,	-	-	116,073
“ “ Freight “	-	-	279,687
			<hr/>
Total miles,	-	-	<u>395,760</u>

On the Eastern Division :

Miles, with Passenger Trains,	-	-	360,695
“ “ Freight “ - -	-	-	758,467
<hr/>			
Total miles, - - -	-	-	1,119,162
<hr/>			

On the Western Division :

Miles, with Passenger Trains,	-	-	320,664
“ “ Freight “ - -	-	-	706,677
<hr/>			
Total miles, - - -	-	-	1,027,341
<hr/>			

Total Passenger Engine mileage,	-	-	797,432
“ Freight “ “ - -	-	-	1,744,831
<hr/>			
Total mileage run by Engines,	-	-	2,542,213
<hr/>			

Philadelphia Division, since August 1, 1857 :

Greatest mileage with Passenger Trains was made by Engine <i>Alaric</i> ,	-	-	-	-	11,592 miles.
Average mileage by Passenger Engines,	-	-	-	-	6,828 “
Greatest mileage with Freight Trains was made by engine <i>Tam O'Shanter</i> ,	-	-	-	-	9,920 “
Average mileage of Freight Trains,	-	-	-	-	5,594 “

Eastern Division :

Greatest mileage with Passenger Trains was made by engine <i>West Wind</i> ,	-	-	-	-	36,628 “
Average mileage of Passenger Engines,	-	-	-	-	18,984 “
Greatest mileage with Freight Trains was made by engine <i>Perry</i> ,	-	-	-	-	22,946 “
Average mileage of Freight Engines,	-	-	-	-	15,479 “

Western Division :

Greatest mileage with Passenger Trains was			
made by engine <i>Conemaugh</i> ,	-	-	35,847 miles.
Average mileage by Passenger Trains,	-	-	18,863 "
Greatest mileage with Freight Trains was made			
by engine <i>Johnstown</i> ,	-	-	27,413 "
Average mileage of Freight Engines,	-	-	12,619 "
Total average mileage of Passenger Engines,	-	-	15,046 "
" " Freight	"	-	11,257 "
Cost of repairs, Philadelphia Division,			
" " Eastern	"	-	\$37,407 82
" " Western	"	-	83,756 55
" " Western	"	-	96,024 09
Total cost of repairs of Engines,			
" " " " "	-	-	\$217,188 46
Cost of repairs, Eastern and Western Div., 1856,			
" " " " "	1856,	\$187,382	57
" " " " "	1857,	179,760	64
Decrease,			
" " " "	-	-	\$7,621 93

The heavy expenses of the Motive Power Department are due to the extensive repairs required by the coal burning engines, and in substituting copper for the original iron fire-boxes. There have been 18 new copper boxes constructed during the last year. In several cases, the iron boxes had to be removed after six months service. The iron of the box of the engine *York*, was manufactured expressly for the purpose of endeavoring to meet the difficulties attending its use, and has only been maintained in use for twelve months, by frequent patching with copper. Experience is daily demonstrating to us, that copper will be the most economical material for fire-boxes of coal-burning engines, unless iron can be procured of a different quality from any now in use in coal-burners on the Pennsylvania Railroad.

The fire-box of the engine Blue Ridge has been altered, with a view of securing greater economy in fuel, and in perfecting the combustion of the gases and smoke. The experiment so far has realized our most sanguine expectations; the consumption being fully 30 per cent. below engines of the same class; the combustion almost perfect. No cone or spark arresters are used, and the annoyance from sparks and smoke almost entirely obviated.

The engines received from the State are generally of modern construction. Their condition is such as to require a general renewal of flues and brasses.

There has been sent to Philadelphia Division, since August 1st, 1857—

Brass and copper,	-	-	14,929 lbs.
Number of flues sent,	-	-	1,955 “

To place the engines on this division in a reliable condition for service, it is estimated there will be required, during the year 1858, 2,936 iron flues. The copper in the present flues will pay a large portion of the expenses of the renewal.

The available power at the present time is sufficient for a greatly extended traffic, and a large portion of the engines now under repair will be ready for service during the month of February next.

All passenger engines are in superior order, and have run during the past year with remarkable exemption from accident.

The report of the Car Inspector shows that we have now on the road—

50 Wide passenger cars.

24 Have been rebuilt, and three have been thoroughly repaired and painted. At present they are all in excellent condition, with the exception of three, which require rebuilding. This portion of the work has been done at the Altoona shops.

9 New cars have been added during the year.

- 14 Narrow cars, adapted to the Columbia railroad, all in good order, with the exception of one now in the shop under repairs. This leaves a decrease of eight since last year's report. These have been converted into wide emigrant and baggage cars.
- 8 of the remaining have been thoroughly repaired and painted during the year. This part of the work has been done at the West Philadelphia shops.

EMIGRANT CARS.

- 31 Emigrant cars, two having been added since the last report.
- 6 Have been rebuilt at the West Philadelphia shop during the year.
- 1 At Altoona. At present all are in good order, with the exception of two, which require rebuilding.

BAGGAGE CARS.

- 18 Baggage cars, with mail apartments.
- 9 " " without " "
- 2 Rebuilt at West Philadelphia shop.
- 1 " Altoona "
- 1 New at " "

This leaves an increase of *one* over the last report. All the cars are in good order, with the exception of five, which require repairs.

FREIGHT CARS.

8-wheeled house cars,	-	-	1,264	2,528
4-wheeled " "	-	-	109	109
8-wheeled stock "	-	-	188	376
8-wheeled iron truck cars,	-	-	243	486
8-wheeled wood " "	-	-	49	98
4-wheeled coal " "	-	-	92	92

Total 4-wheeled cars,	-	-	<u>3,689</u>
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Of which there have been added since last report, one hundred and sixty-eight 4-wheeled cars, viz:

- 5 8-wheeled box cars, built at West Philadelphia.
- 3 8-wheeled " " from Columbia Railroad.
- 10 8-wheeled " " built by Murphy and Allison.
- 16 8-wheeled truck " built at West Philadelphia.
- 50 8-wheeled " " built by Harrisburg Car Company.
- 15 4-wheeled coal cars, for Spring Hill Mines, Altoona.

Cars built at the Company's shops to replace those worn out and destroyed, as follows :

AT WEST PHILADELPHIA SHOP.

8-wheeled box cars,	-	-	-	32	64
8-wheeled stock "	-	-	-	1	2
					<hr/>
Total 4-wheeled cars,	-	-	-	-	66
					<hr/>

PITTSBURGH SHOP.

8-wheeled box cars,	-	-	-	4	8
8-wheeled stock "	-	-	-	4	8
8-wheeled truck "	-	-	-	4	8
					<hr/>
Total 4-wheeled cars,	-	-	-	-	24
					<hr/>

ALTOONA SHOP.

8-wheeled box cars,	-	-	-	25	50
8-wheeled stock "	-	-	-	6	12
4-wheeled coal "	-	-	-	6	6
					<hr/>
Total 4-wheeled cars,	-	-	-	-	68
					<hr/>

HARRISBURG SHOP.

8-wheeled box cars, - - - -	26	52
8-wheeled truck cars, - - - -	3	6
		—
Total 4-wheeled cars, - - - -		58
		—

Total of all the cars built at the Company's shops, 220 (4-wheeled.)

There has also been a number of new trucks placed under Freight Cars during the year, which makes the stock in good order at the present time.

The Columbia Railroad owns,—

19 narrow Passenger Cars.

8 narrow Emigrant Cars.

8 narrow Baggage Cars.

Of this stock during the year six Passengers cars have been thoroughly repaired and painted. One Emigrant car has been rebuilt, and two new ones built. This gives an increase of two Emigrant cars over the last report. At present all the above are in running order.

This portion of the work has been done at the West Philadelphia shops.

WEST PHILADELPHIA.

The accommodation in the Round House is barely sufficient for the present business. An extension of the machine shop is recommended by the removal of forges to an addition to the present building, which will give greater facilities for repairs at this point.

A suitable enclosure for yard at this point is much needed.

There is a great inconvenience and additional expense caused here by the want of a suitable coal platform.

PARKESBURG SHOP.

The facilities at this shop are sufficient for general repairs of the Philadelphia Division. A frame building, 40 feet by 60 feet, has been erected at this point for Boiler repair shop.

COLUMBIA LOWER STATION.

The Round House is one of the most commodious on the Line, but the business of the road will require increased accommodation at this point. An independent building for Smith shops is much required, also suitable coal platforms for the better convenience of coaling.

Upper Station, no change made since last report.

DILLERVILLE.

Under the present arrangement, no alteration in the present buildings will be required.

HARRISBURG.

The accommodations at this place are neither suitable nor capacious enough for the purposes to which they are applied.

A portion of the buildings are of a very temporary character—being constructed of wood, and liable at any time, with their contents, to be destroyed by fire.

MIFFLIN SHOP.

Great inconvenience is experienced here by the want of extended accommodation for the running power, there being but thirteen tracks in the present building, and the regular business at this time requiring the constant use of eighteen tracks—thereby exposing five Engines to the inclemency of the weather, involving additional expenses in fuel and attendance during the night.

An additional building is recommended to be used as a Smith shop, which would give better facilities for repairs in the present Machine shop.

ALTOONA SHOP.

An early completion of the extension to the erecting and boiler shop already commenced, is urgently required to relieve the Round House; which building is not at all calculated for other than its legitimate business, owing to its constant exposure, deficient light, and annoyance from smoke and steam rendering it almost impossible for the person in charge to have a proper supervision of his men. Only repairs of a trifling nature ought, under any circumstances, to be made there, there being no facilities with regard to tools and power. The fact of a large proportion of the general repairs on Freight Engines being made in the Round House, has added largely to the expenses in repairs.

Our present demands for Engine accommodation require thirty tracks, whereas in the present building there are only twenty-six. A portion of which are constantly occupied by extra Engines, and those undergoing general repairs, causing on the average six Engines to be nightly exposed to the severe weather on the Mountain Division. A temporary building, with accommodations to house six Engines, is strongly recommended.

CONEMAUGH SHOP.

During the year there has been erected a small Machine shop, and the Engine House has been extended by an addition of nine tracks, making a total of fifteen tracks, which is sufficient for the present business.

PITTSBURGH SHOP.

The remarks in relation to Altoona Round House are equally applicable here, therefore an early completion of the erecting shop is recommended.

In consequence of the largely extended repairs required by Freight Cars, an additional Blacksmith shop is much needed for the accommodation of Engine repairs.

A new turn table has recently been put down, built by William Sellers & Co. of Philadelphia.

HOLLIDAYSBURG AND JOHNSTOWN SHOPS.

The shops at both of these places were closed during the month of November.

SNOW PLOWS.

At the present time the Company own Snow Plows, distributed as follows :

West Philadelphia,-	-	-	3	Small,	1	Large,
Parkesburg,	-	-	-		1	"
Columbia,	-	-	3	"	1	"
Harrisburg,	-	-	2	"	1	"
Mifflin,	-	-	3	"	1	"
Altoona,	-	-	2	"	2	"
Pittsburgh,	-	-	4	"		
<hr/>						
Total,	-	-	17	Small,	7	Large,
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CAR SHEDS.

The want of Car Sheds to protect our Passenger Cars is severely felt ; we have no adequate shelter for them, at Altoona, Pittsburgh, Harrisburg, or West Philadelphia.

I am indebted to the employees in this department for the able manner in which they have assisted me during the past year.

Your obedient servant,

ALEXANDER M'CAUSLAND,

Master of Machinery.

REPORT

OF

THE RESIDENT ENGINEER.

Altoona, December 31st, 1857.

HERMAN J. LOMBAERT, ESQ.,

General Superintendent Pennsylvania Railroad.

SIR:—From the first of January to the first of March my connection was with the Western Division only. Upon Mr. Mowry's leaving, on the first of March, my supervision was extended over the Eastern Division. As the accounts of the Eastern and Western Divisions are kept separately, I will make a separate report of each.

EASTERN DIVISION.

The lateness of the spring, and continued wet weather, prevented our getting at work at the track as early as we would otherwise have done, and the increased amount of work, in consequence of the large number of *cross-ties* that required renewal, and *additional ballast* necessary, was scarcely performed before the *financial difficulties* of the country rendered retrenchment in every department necessary. Our forces were then reduced

to as small a number as possible, and a part of the work, which should have been done the present year, was deferred until the next. The season was an unusually wet one, and kept the road-bed soft, and occasioned much additional labor in repairing the track.

The cross-ties in the first track having been in use for seven or eight years, a large number of them required renewal, and where slate ballast had been used, the ties were almost entirely rotten, and nothing short of entire renewal of ties and ballast was sufficient to put the track in good order. In many places the ties had been laid on *mud sills*, which formed channels for the water, and kept the road bed soft. These mud sills, in renewing the ties, have been removed.

The renewal of cross-ties and rails will, from this time forward, form a heavy item in our repair account, and I would suggest the subdivision of our "Labor Repairing Track account" into three divisions, viz: Labor Adjusting Track, Labor Renewing Cross-ties and Iron Rails, and Labor Cleansing Ditches and Removing Slides. Under the present arrangement of accounts, we are not able to tell how much is applied to each of these items.

Many portions of the Eastern Division still require ballasting with hard stone. My experience has led me to the conclusion that ballast of good, durable stone, not subject to decomposition, will pay for itself in a few years; in addition to the advantage of having a track that can be kept in good surface, at a small expense, and thus prevent the wear and tear of machinery, it adds very much to the durability of the cross-ties, and prevents, to a great extent, the breaking of the rails, where an inferior quality has been laid, during extreme cold weather.

Where the drainage was found insufficient, cross drains have been constructed, the old ditches opened, and eight miles of new ditches made. The grades on the Eastern Division being much lighter than on the Western, unless a very perfect system of drainage is adopted, the water remains upon the track, and

freezes in the winter, or renders the road bed soft in the summer.

Extraordinary expenses were incurred during the season in the removal of numerous washes and slides, occasioned by the very heavy rains that occurred so frequently as to keep the slopes soft from the time the frost left them until the middle of the summer.

Between *Harrisburg* and *Rockville*, *Trimble's patent wooden splice* has been laid. It forms a very good joint, and easy track to run over; but the timber, in consequence of exposure to the weather, is subject to warp, and will very soon fit but imperfectly to the rail, and when it begins to decay it becomes too weak to yield any resistance. I have found the wrought iron chair, manufactured by the Phoenix Iron Company, at Phoenixville, or a wrought iron splice, where the depth of the rail is sufficient, the best connection that we have used for the joints.

52,810 cross-ties have been used in renewal during the year; seventeen miles of track have been raised, the mud sills removed, and track thoroughly reballasted. In other places the slate ballast has been partially renewed, and where the stone had only been sledged it has been properly broken.

Several slope walls and cattle guards, that had bad foundations and imperfectly constructed, have been permanently rebuilt.

54 miles and 3,947 feet of second track are now in use. 15 miles and 3,678 feet more of second track are laid, which is used at the different stations as sidings.

The *double track* between *Altoona* and *Tipton* was brought into use in February, and between *Tipton* and *Lower Tyrone*, and *Millerstown* and *Newport*, on the 9th of November.

The *bridges* have all undergone a thorough examination, and many of them found to be much decayed. This examination leads to the conclusion that about nine years is as much as can be calculated upon for the duration of an uncovered

wooden superstructure; and when the liability to fire and expense of watching is taken into consideration, shows most conclusively that economy, as well as safety, is in favor of *iron structures*. On the *Little Juniata* the masonry, as well as the superstructures, demanded immediate attention. The piers of many of these bridges had been badly laid; they have been very much strengthened by grouting with cement. The *bridge* over the *Susquehanna* at *Rockville* has been thoroughly examined and repaired; the sheet iron roof, which had become rusty and full of holes, has been removed, and replaced by galvanized iron; the track has been relaid with new iron, upon a continuous stringer securely bolted to the under stringers and floor beams; the *ice breakers*, which had been much injured by the ice freshet last winter, have been thoroughly repaired, and the upper ends of piers secured by *rip rap*; the tin covering and hand rail at the sides of the bridge have received a coat of brown zinc paint.

The *Burr Bridge*, over *Sherman's Creek*, at *Duncannon*, has been replaced by four spans of *iron*, and the *trestle work*, at west end of bridge, has been repaired. Over *Raccoon Creek* there was a single track iron-arched bridge, of insufficient strength, which has been replaced by a double track *Boiler-Plate Bridge*, of 45 feet span.

The bridges over the *Juniata* have undergone a thorough examination, and have received all necessary repairs.

On the *Little Juniata* and *Hollidaysburg Branch*, the bridges required a large amount of work, which swells the "*Bridge Repair*" account very much. Bridge No. 8 has been replaced with a single track Howe bridge, and at Bridge No. 10, the original three-span wooden bridge has been substituted by a double track Howe bridge of two spans. The other little *Juniata* bridges have received many important repairs, both in superstructure and masonry. On the *Hollidaysburg branch*, one of the bridges swept away by a freshet, has been rebuilt, and other trestle bridges have been renewed; the other bridges on this branch have been put in good repair.

The following bridges will have to be replaced during the coming year: *Vandivender's Bridge*, over the *Juniata*, near *Bridgeport*, 512 feet in length; *Little Juniata bridges*, Nos. 1, 2, 3, 6, 9 and 11, in all 1,485 feet in length, which, for single track iron superstructure, will cost about \$36 a foot. The masonry, at most of these bridges, will have to be rebuilt, as it is not sufficiently good to be relied upon.

The track at Slip Rock, near Mexico, has been moved out, at the most dangerous places, from the side hill, and a large quantity of the rock that was loose, or likely to come down, has been removed. I consider that there will be but little danger from it the coming spring, but, for permanent security, it will be necessary to take down more of the rock, and shift the line still further from the hill.

16,677 feet of rails have been renewed during the year; 8,480 feet of which were used in relaying track on the Susquehanna bridge, at Rockville; bridge over Sherman's creek, and bridge No. 8, over the Little Juniata. 215 feet of the iron was broken by fallen rocks, 50 feet by frost, and 40 feet by broken wheels. When we take into account that only a part of the iron taken out at bridges was worn out, the whole quantity of worn-out rails renewed would not much exceed 10,000 feet, or about a mile of track. The greater part of the iron for first track on the Eastern Division, was rolled at the Phoenixville works; and although it has been in use for about two years longer than that on the Western Division, it is in a much better state of preservation, and the difference in the amounts used in renewal, speaks highly in its favor.

31,423 cords of wood have been used during the year; the present stock on hand is 23,226 cords, which is less than a year's supply.

On the Harrisburg and Lancaster Railroad, wood-sheds are much needed; the wood at most of the stations is now exposed to the weather, and no shelter is afforded to the sawyers. A new water station has been provided on the *Columbia Branch*, at *Shock's*, which relieves the station at Columbia.

The expenses connected with the Maintenance of Way Department, on the Eastern Division, are as follows :

Clerks, - - - - -	\$600 00
Chairs and Spikes, - - -	2,091 81
Frogs and Switches, - - -	5,058 84
Incidentals, - - - - -	225 86
Iron Rails, - - - - -	11,694 44
Labor, Repairing Track, - - -	62,119 38
Materials, Repairing Track, - - -	3,952 04
Oil, Fluid and Tallow, - - -	1,962 58
Removing Snow and Ice, - - -	2,280 39
Renewing Cross-Ties and Sills, - - -	25,732 18
Repairs, Bridges, - - - - -	29,493 20
Repairs, Foremen and Tool Houses, - - -	564 14
Repairs, Road and Hand Cars, - - -	2,443 07
Repairs, Telegraph, - - - - -	1,920 01
Repairs, Workmen's Houses, - - -	850 18
Stationery and Printing, - - -	413 10
Superintendence and Supervisors, - - -	4,540 83
Taxes on Real Estate, - - - - -	4,339 26
Tools, and Repairs of Tools, - - -	3,213 11
Watchmen and Switchmen, - - -	37,073 14
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Total, - - - - -	\$200,567 56
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The following work, chargeable to *Construction and Equipment* account, viz: *Ballasting second track* between *Newport* and *Millerstown*, which has been laid with *compound rail*, and *thoroughly packed*. The second track, between *Tipton* and *Lower*

Tyrone, was also laid, and packed during the season. Where the new track has been laid, and also between *Altoona* and *Tipton*, the cuts have been sloped, and the embankments widened and strengthened. At *Duncannon*, a new platform and cattle-yard has been erected, and a long drain, where the water had been suffered to run into the houses, was constructed to carry it off. A *stand-pipe* has been put in at *Millerstown*, and foundation for a new *wood-shed* on second track commenced; a culvert was also found necessary at this place. A large *wood-shed* has been built at *Harrisburg*, and a *stationary engine* put up for the purpose of pumping water into the *reservoir* at that place; a large part of the water at *Harrisburg* is now furnished in this way. Houses have been built over the *reservoirs* at *Harrisburg* and *Manayunk*. At *Mount Union*, the ground around the warehouse was graded and paved, and a culvert for drainage constructed. *Cattle yards* have been provided at *Lewistown* and *Petersburg*. At *Lewistown*, a siding was laid; at *Petersburg*, the new *warehouse* has been completed, and siding laid. A considerable amount of grading and ballasting was necessary at this station; the wagon-road has been well coated with broken stone, and culverts constructed to carry the water across the railroad.

At Spruce creek, where we formerly used a room in the *large hotel*, as a *passenger room*, a *passenger station* has been constructed, and the new building is now occupied.

A new *boiler-house* and *sand-house* was completed at Mifflin, during the summer; and in the autumn, two additions to the *machine shop* at *Altoona* were commenced, and prosecuted until suspended by your directions. The *grading* and *ballasting* for second track between *Huntingdon* and *Bridgeport* has been completed. In many places, where the roadway had been graded for second track, slides had to be removed, and the ditches had to be opened, which has increased this expense. The single *track tail wall* at *Granville Bridge*, which had become dangerous, has been widened for second track, by additions of substantial dry masonry.

The following statement shows the length of double Track at different places: also third track sidings, and sidings at shops Altoona; together with the main track, and sidings on the Hollidaysburg Branch:

From Harrisburg to Susquehanna bridge,	5 miles	867 feet.
West end of Susquehanna bridge,	-	3,394 "
Cove, - - - - -	1 "	85 "
Duncannon, - - - - -		744 "
Aqueduct, - - - - -	1 "	452 "
Bailey's, - - - - -	1 "	433 "
From Newport to Lewistown,	- 34 "	1,600 "
Anderson's, - - - - -	1 "	533 "
McVeytown, - - - - -		4,900 "
Manayunk, - - - - -	1 "	1,577 "
Newton Hamilton, - - - - -	1 "	
Mount Union, - - - - -		3,722 "
Mill Creek, - - - - -		4,960 "
Huntingdon, - - - - -		2,894 "
Petersburg, - - - - -		3,997 "
From Barree to Spruce Creek,	- 3 "	4,303 "
Birmingham, - - - - -		1,716 "
From Lower Tyrone to Altoona,	- 15 "	3,128 "
<hr/>		
Total double track laid,	- 70 "	2,345 "
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THIRD TRACKS AND SIDINGS AT

Harrisburg,	-	-	-	-	2 miles	840 feet.
Rockville,	-	-	-	-		500 "
Duncannon,	-	-	-	-		740 "
Newport,	-	-	-	-		1,000 "
Millerstown,	-	-	-	-		1,200 "
Perrysville,	-	-	-	-		889 "
Mifflin,	-	-	-	-	2 "	42 "
Lewistown,	-	-	-	-		1,950 "
McVeytown,	-	-	-	-		627 "
Newton Hamilton,	-	-	-	-		476 "
Mount Union,	-	-	-	-		756 "
Mapleton,	-	-	-	-		664 "
Mill Creek,	-	-	-	-		550 "
Huntingdon,	-	-	-	-		625 "
Petersburg,	-	-	-	-		1,575 "
Spruce Creek,	-	-	-	-		1,750 "
Tyrone,	-	-	-	-		300 "
Tyrone City,	-	-	-	-		1,173 "
Tipton,	-	-	-	-		1,325 "
Fostoria,	-	-	-	-		619 "
Bell's Mill,	-	-	-	-		785 "
Altoona, Sidings,	-	-	-	-	5 "	419 "
Total sidings Main Line,					12 "	2,965 "

HOLLIDAYSBURG BRANCH.

Main track from Altoona to Intersection,	7 miles	feet.
Portage track Intersection to Hollidaysburg,	2 "	
Sidings and Y at Intersection,	1 "	352 "
Total Main Line and sidings Hollidaysburg		
Branch,	10 "	352 "

The present condition of first and second track is shown as follows :

Total length of first track (Main line,)	131 miles	4,780 feet.
Second track completed,	- 70 "	2,345 "
Graded for Second track,	- 110 "	4,780 "
Ballasted for Second track,	- 89 "	5,167 "
To be ballasted (less bridge superstructure,)	40 "	2,048 "

At Bridgeport, where we now pass through a Howe bridge of 177 feet span, by a change of line of canal, the road might be made to cross the canal nearly at right angles, and if the width of the canal was reduced at the crossing, a boiler plate bridge could be substituted.

At Jack's narrows the hill side cannot be further encroached upon without bringing down loose masses of rock which now lie upon the steeply inclined surface, the *second track* in this place will therefore have to be built near the canal, which will require a *Retaining wall*; I would recommend that the foundation of this retaining wall be put in at once, while the Company have possession of the canal, as should it pass into the hands of others, the right to construct this wall would be attended with considerable expense and difficulty.

The following are the expenditures in connection with the Construction and Equipment Account during the year :

Ballast,	- - - - -	\$25,368 63
Bridge Superstructure,	- - - - -	9,740 17
Burden Cars, - - - - -	- - - - -	45,319 71
Cross-ties, - - - - -	- - - - -	6,097 45
Damages and Expenses,	- - - - -	73 62
Foremen and Tool Houses,	- - - - -	672 23
Graduation and Masonry,	- - - - -	33,834 61
Ground Sills, - - - - -	- - - - -	26 21
Iron Rails, - - - - -	- - - - -	32,605 75
Iron Chairs and Fastenings,	- - - - -	704 02
Carried forward, - - - - -	- - - - -	<hr/> \$154,442 40

Brought forward, -	-	-	\$154,442 40
Incidentals, -	-	-	436 98
Locomotives, -	-	-	59,384 92
Machine Shops and Engine Houses, -	-	-	6,060 19
Machinery for Shops, -	-	-	66 83
Passenger Cars, -	-	-	5,348 13
Real Estate, -	-	-	4,676 37
Road Superstructure, -	-	-	9,752 12
Spikes and Bolts, -	-	-	3,215 36
Stations and Warehouses, -	-	-	10,987 79
<hr/>			
Total, -	-	-	\$254,371 09
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The estimate of unfinished work for completion of Second Track is shown in Tabular Statement No. 1, annexed. Tabular Statement No. 2 shows the different Bridges, their length, and cost of renewing a part of them with wood or iron superstructures.

WESTERN DIVISION.

The work on the Western, as well as on the Eastern Divison, was very much interfered with by the wet weather. The slopes through *Laurel Hill* and *Chestnut Ridge*, notwithstanding the wet season, were not as troublesome as the year previous; the worst places had been sloped, and the change of line at *Slackwater* placed the track out of reach of the slides at that point. The large amount of hard, durable stone which had been used for *Ballast* the previous year, and additional drainage, was the means of keeping the track in good condition.

The winter, so far, has been very mild, and free from *snow storms*; but it would be very desirable, in order to shelter the

deep thorough cuts on the *Allegheny Mountain*, which have suffered very much from drifting, to build *snow fences*, which are almost universally resorted to on the Northern Railroads.

The cuts on *Brush Creek*, with one or two exceptions, are now sloped a-new, which renders that portion of the road safer, and reduces the expense of watching. The south side of cut east of *Stewart's Station* still requires further sloping; several falls have occurred in it this season, and it may give some trouble again in the spring. The middle of the heavy cut on Section 18 also gives considerable trouble from falls, and will continue to do so, until secured by an arch, or some other method. The south side of cut on Section 19 was *underpinned*, and the north side should also be done the coming year. When this work is completed, a large annual expense in repairs and watching will be saved, besides making the road entirely secure.

The yielding places in the roof of the *Allegheny Mountain Tunnel* have been secured by arching during the past year. The freezing during the cold weather, in this tunnel, heretofore attended with a heavy expense in the removal of ice, has, to a great extent, been obviated by closing the west end by doors, that are opened only for the passage of the trains.

But little was done at *Second Track work* during the year; on this Division the operations were confined to the completion of the second track between *Blairsville Intersection* and *Bolivar*. Along the steep side hills, in order to insure safety, the heavy U rail, similar to that on the Eastern Slope of the Allegheny Mountain, was laid; also, between one and two miles of a heavy H rail, (connected by wrought iron splices,) weighing 83 lbs. to the yard; this rail makes by far the best track we have upon the road, riding so smoothly and evenly, that the passage over the joints cannot be noticed; the rail was re-rolled at the Cambria Iron Works, the head and shank of old iron re-rolled, and flanges of new fibrous iron; this rail was found so strong that it could not be broken in a very powerful machine made for the purpose of breaking iron, at the rolling mill.

Nothing was done to the second track work between *Greensburg* and *Irwin's*. At the *Greensburg Embankments* but little more was done than was required incidentally in keeping the running track in order. But little grading would now be required to complete the second track between these points, which would give us a continuous double track from *Pittsburg* to *Lockport*.

The *Street Rail* in *Pittsburgh* has, in many places, been replaced by *Cast Iron Rails*, as an experiment, which has not been found to answer a good purpose. A new roll should be got up for *Street Rail*, and the track, as renewal is required, laid with it.

The following is a statement of the length of *Double Track* laid at different places, and *Third Tracks*, and sidings at *Outer Depot, Pittsburgh*; also, *Main Track* and *sidings* on the *Blairsville* and *Indiana Branch*:

	Miles.	Feet.
From Pittsburgh to Irwin's, - - -	22	3,840
Second Track used as siding at Manor Station, -		810
“ “ on Section 27, - - -		2,100
“ “ used as siding at Radebaugh's, -		2,410
“ “ “ “ Greensburg, -		760
Second Track east of Greensburg, - -		1,384
From Greensburg to Lockport, - -	27	4,080
Second Track used as siding at New Florence, -		3,750
“ “ “ “ Nineveh, -		3,169
“ “ “ “ Slackwater, -		1,020
“ “ “ “ Dornock Point, -		633
“ “ “ “ Johnstown, -		1,360
From Johnstown to Altoona, - - -	38	2,215
		<hr/>
Total Double Track laid, - - -	92	1,131
		<hr/>

THIRD TRACKS AND SIDINGS, OUTER DEPOT, PITTSBURGH.

				Miles.	Feet.
Duquesne Depot, Pittsburgh,	-	-	-		1,858
Passenger Station, “	-	-	-		616
Metal Yard, “	-	-	-		650
Outer Depot, -	-	-	-	4	1,536
East Liberty, -	-	-	-	-	182
Wilkinsburg, -	-	-	-	-	1,168
Brinton's, -	-	-	-	-	875
Wall's, -	-	-	-	-	2,640
Stewart's, -	-	-	-	-	850
Larimer's, -	-	-	-	-	1,050
Irwin's, -	-	-	-	1	270
Section 26, -	-	-	-	-	1,020
Greensburg, -	-	-	-	-	1,350
George's, -	-	-	-	-	526
Latrobe, -	-	-	-	-	1,337
St. Clair, -	-	-	-	-	1,100
Siding and Y at Derry,	-	-	-	1	4,234
Hillside, -	-	-	-	-	1,580
Blairsville Intersection,	-	-	-	-	1,170
Bolivar, -	-	-	-	-	200
Lockport, -	-	-	-	-	200
New Florence, -	-	-	-	-	820
Johnstown, -	-	-	-	-	947
Conemaugh, -	-	-	-	-	400
Connection with Portage at Conemaugh,	-	-	-	-	825
Carried forward,	-	-	-	11	1004

					Miles.	Feet.
Brought forward,	-	-	-	-	11	1004
Mineral Point, -	-	-	-	-		400
Summerhill, -	-	-	-	-		1,100
Wilmore, -	-	-	-	-		900
Portage, -	-	-	-	-		800
Lilly's, -	-	-	-	-		1,051
Cresson, -	-	-	-	-		756
Siding and Y at Gallitzin, -	-	-	-	-		1,960
East end Allegheny Tunnel, -	-	-	-	-		2,100
Kittanning Point, -	-	-	-	-		920
<hr/>						
Total Sidings at Outer Depot, Pittsburgh, and third track, -	-	-	-	-	13	431
<hr/>						

BLAIRSVILLE AND INDIANA BRANCH.

					Miles.	Feet.
Main track from Blairsville Intersection to Indiana, 18						5,259
Y at Blairsville Intersection, -	-	-	-	-		805
Sidings at Blairsville, -	-	-	-	-		2,200
Mayer's Siding, -	-	-	-	-		500
Siding at Black Lick, -	-	-	-	-		670
Siding at Homer, -	-	-	-	-		640
Sidings at Indiana, -	-	-	-	-		2,400
<hr/>						
Total Main Track and Sidings, -	-	-	-	-	20	1,914
<hr/>						

There is still unlaid, between *Irwin's* and *Greensburg*, 8 miles 3,076 feet track, and *Lockport* and *Johnstown* less second track used as sidings at stations, 16 miles 2,339 feet; making the total distance unlaid, 25 miles 135 feet.

No new *water-stations* have been erected on the Main line during the year. Pipes were put in, and stone for a *reservoir* west of *Snodgrass' cut* prepared; the foundation for reservoir is excavated, and masonry can be completed, ready for use, before the dry weather in the latter part of the summer; water has been much needed at this point, in dry seasons; it is also very scarce between *Larimer's* and *Pittsburgh*. Preparations have been made to put up a *tank* at *Wilkesburg*, where it can be procured by pumping.

The only building which has been put up on the Western Division, during the year, is the *engine-house* at *Conemaugh*, which has been extended to a little more than half a circle. The mountain engines had been accommodated in a temporary shed, which, besides its combustible character, was but a partial protection from the weather in the winter. A new *cast-iron turntable*, fifty feet in diameter, has taken the place of the wooden one at *outer depot, Pittsburgh*.

Johnstown, Wilmore and *Cresson* are still dependent upon the temporary buildings which were put up there as warehouses.

At *Wilmore* and *Gallitzin*, these sheds are used also as passenger rooms. The purchase of the Portage Railroad offers a new location for the freight business at *Johnstown*, should it be thought desirable to avail ourselves of it. The business of each of these places, which is every year increasing, calls for better facilities in receiving and forwarding freight. At *Irwin's station*, the old wood-shed has been converted into a freight warehouse; the removal of the water-station at this place, renders a *passenger-station* still more necessary, passengers having now to walk a considerable distance from the temporary room, to take the fast trains; the proximity of this station to the Southern turnpike, makes it one of our most important pas-

senger points. At *Greensburg*, also, a *passenger-station* is very much needed; the present building will scarcely be a protection for another winter.

The *bridges* on this division have been examined, and those constructed of wood, repaired, the *iron bridges* are in as perfect condition as when first erected. The *bridge* over *Turtle creek*, and the *Canal bridge* at *Johnstown*, are beginning to decay; the bridge over *Turtle creek* will require renewal the coming season; the connection with the *Connelville Railroad*, at that point, occasions an extra amount of running over this bridge, in the shifting of trains, and makes it necessary that it should be as permanent as possible. I would recommend the substitution of an iron, for the present wooden structure. The span of bridge over the canal at Johnstown might be reduced, so as to admit of a boiler-plate bridge, in the place of the present wooden Howe, by reducing the width of the canal, at the bridge, to correspond with that of the aqueduct at Pittsburgh. If these two bridges were replaced by iron, we would have no wooden structures on the main line on the Western Division. The *bridges* on the *Blairsville* and *Indiana Branch* are in good repair.

The *track* on the *Blairsville* and *Indiana Branch* is in very good condition; it is everywhere ballasted with good, durable stone; the embankments, which were in many places too narrow, have been widened, and the cuts in most places sloped. At the *Black Lick Bluffs*, where there was a seam of fire-clay underlying some sand-stone and slate-rock, and likely to produce heavy falls, the rock has been *underpinned* by a substantial wall. The *water-station* at *Homer*, where the water did not hold out in dry weather, has been abandoned, and a new location, about two miles nearer Blairsville, where there are permanent springs, selected. A new and commodious *cattle-yard* has been provided at *Indiana*, to accommodate the stock business, which bids fair to be a considerable item upon this road. The *new warehouse* at *Indiana* is found not to be too large for the freight which reaches there.

12,340 *cross-ties* have been *renewed*, during the year, on the Main Line, and 1,191 on the Indiana Branch, a still larger number will be required the coming year. The *hemlock ties* still show a superiority over the *chestnut*. Very few of the old stock of chestnut ties now remain in the track.

92,761 feet of *rails* have been renewed on the Main Line in the year, and 2,001 feet on the Indiana Branch, equal to 9 miles 61 feet track, 4 per cent. of track laid; of this, 1,091 feet were broken by broken wheels, 92,797 feet worn out, and 874 feet broken by frost and other causes. A comparison with the renewal on the Eastern Division, where the track has been longer in use, is highly favorable to the Phoenixville Iron. The iron manufactured at the Cambria Iron Works, Johnstown, has not been sufficiently long in use to test its wearing; but no rails of this manufacture have been reported as breaking, several hundred tons of which were in the track during the cold weather of last winter. The Safe Harbor Iron has not given out as rapidly the present, as the previous year; the iron manufactured at these works for a part of last year, was the worst we had ever received from them, and was attributed by them to a bad lot of pig metal which they had bought of another party.

We are still much in need of *Foremen's Houses* on this Division, none having been built for the last two years.

26,413 *Cords of Wood* have been consumed on the *Main Line* during the year; on the *Indiana Branch*, 1998 *Cords*: on the Main Line, the stock on hand is 12,346 cords; on the Indiana Branch, 1,170 cords, a little less than half a year's supply. About one thousand cords of wood were taken from the Indiana Branch to the Pittsburgh end of the road; a large quantity of wood was also taken from the Mountain division to Harrisburg; the deficiency on the Pittsburgh end of the road can be supplied from the Conemaugh and the Indiana Branch.

Coal cars and trucks are much needed for transporting coal for the Company's use. At present a large amount of this coal is transported in box cars, requiring additional labor in the unloading.

Below is a tabular statement, showing the expenditures chargeable to the different accounts that have been made in connection with this department, on the Western Division, during the year:

MAINTENANCE OF WAY.

	Main Line.	Indiana Branch.
Clerks, - - - -	\$708 00	
Chairs and Spikes, - -	2,145 11	414 73
Frogs and Switches, - -	2,461 56	47 27
Incidentals, - - - -	470 79	31 17
Iron Rails, - - - -	52,547 04	817 37
Labor, Repairing Track, -	78,843 34	4,180 06
Materials, Repairing Track, -	1,226 46	42 75
Oil, Fluid and Tallow, - -	1,201 03	35 52
Removing Snow and Ice, -	3,468 38	149 74
Renewing Cross-Ties and Sills, -	7,237 41	532 11
Repairs, Bridges, - - -	518 03	347 93
Repairs, Foremen and Tool Houses, -	638 71	29
Repairs, Road and Hand Cars, -	32 65	9 38
Repairs, Telegraph, - - -	140 76	
Repairs, Workmen's Houses, -	145 65	
Stationery and Printing, -	277 69	
Superintendence and Supervisors, -	4,790 65	775 50
Taxes on Real Estate, - - -	1,314 62	82 30
Tools and Repairs of Tools, -	2,082 97	124 51
Watchmen and Switchmen, -	34,206 40	1,860 29
Total, -	<u>\$194,457 25</u>	<u>\$9,450 92</u>

CONSTRUCTION AND EQUIPMENT.

	Main Line.	Indiana Branch.
Ballast, - - - -	\$7,928 11	\$1,320 09
Bridge Superstructure, - -	14 72	
Cross-Ties, - - - -	2,809 43	63 92
Engine Houses and Machine Shops,	18,141 09	9 60
Fencing, - - - -	5 45	
Foremen and Tool Houses, -	1,717 39	6 75
Graduation and Masonry, -	101,467 71	5,005 21
Incidentals, - - - -	50 00	10 00
Iron Chairs and Fastenings, -	194 30	
Iron Rails, - - - -	24,046 47	
Real Estate, - - - -	6,131 79	
Road Superstructure, - - -	3,812 03	154 67
Spikes and Bolts, - - - -	504 07	
Station and Warehouses, - -	6,859 18	1,440 53
Total,	<u>\$173,681 74</u>	<u>\$8,010 77</u>

MOTIVE POWER.

	Main Line.	Indiana Branch.
Coal, - - - -	\$45,875 47	\$2 49
Expenses, Water Stations, -	2,409 00	154 99
Fuel for Stoves, (Engine House,)		11 67
Incidentals, - - - -	71 29	
Individuals and Corporations, -	190 86	13 00
Labor, Preparing Wood, - -	6,640 09	591 13
Laborers, - - - -	777 29	398 96
Materials for Pittsburgh Shop, -	1,466 34	54 51
Oil, - - - -	421 61	20 47
Repairs, Water Stations and Fixtures,	1,136 82	96 31
Repairs, Engine Houses, Turn-tables, and Machine Shops, - - -	2,450 35	19 73
Stationery and Printing, - -	9 25	
Watchmen and Switchmen, -	594 00	
Wood, and Hauling Wood, - -	15,915 62	4,100 66
Total,	<u>\$77,957 99</u>	<u>\$5,463 92</u>

CONDUCTING TRANSPORTATION.

Passenger Department.

	Main Line.	Indiana Branch.
Cleaning and Inspecting Cars, -	\$186 26	
Fuel and Light, - - -	280 49	14 00
Incidentals, - - -	6 14	
Labor and Expenses, - - -	162 77	1 00
Repairs, Passenger Stations, Rents and Furniture, - - -	1,614 66	14 15
Total,	<u>\$2,250 02</u>	<u>\$29 15</u>

CONDUCTING TRANSPORTATION.

Freight Department.

	Main Line.	Indiana Branch.
Conductors, - - -	\$48 00	
Fuel and Light, - - -	6 38	
Labor and Expenses, - - -	774 50	356 67
Loss and Damage, - - -	33 80	
Repairs, Freight Stations, Rents and Furniture, - - -	1,557 70	17 80
Total,	<u>\$2,420 38</u>	<u>\$374 47</u>

RECAPITULATION.

	Main Line.	Indiana Branch.
Maintenance of Way Department, \$194,457 25	\$9,450 92	
Construction and Equipment Department, - - -	173,681 74	8,010 77
Motive Power Department, -	77,957 99	5,463 92
Conducting Transportation Passenger Department, - - -	2,250 02	29 15
Conducting Transportation Freight Department, - - -	2,420 38	374 47
Total,	<u>\$450,767 38</u>	<u>\$23,329 23</u>

The *employees* in this department, both on the *Eastern* and *Western Divisions*, have, with very few exceptions, performed their duties faithfully. The *supervisors* and *foremen* have been very attentive and efficient, and are entitled to much credit for their watchfulness in preventing accidents upon the road.

The unfinished work required to complete the second track, will be found in tabular statement headed "Estimate of Unfinished Work, Western Division, Pennsylvania Railroad, January 1st, 1858," annexed.

Respectfully submitted.

THOS. SEABROOK,
Resident Engineer.

TABULAR STATEMENT No. 1.—*Estimate of Unfinished Work, Eastern Division Pennsylvania Railroad, January 1st, 1858.*

TERMINI OF SECTIONS.			DISTANCES.			GRADUATION AND MASONRY.			BRIDGE SUP.		BALLAST.		CROSS TIES.		IRON RAIL.		CHAIRS.			
No.			M.	F.	M.	F.	C. Yds.	C. Yds.	C. Yds.	Perches	Perches	Length	Distance	Cubic	Distance	Feet.	Number.	Feet.	Number	SPICES.
								Exc.	Bank.	Rock.	Dry wall			Yards.						Pounds.
	East end of double track, Rockville.....	5	867																	
1	East end of Siding west of Bridge.....	6	1,423	1	5,391															
	West end of Siding.....	6	4,820																	
2	East end of Cove Siding.....	10	1,869	3	2,920	1,324	2,314	1,492												
	West end of Cove Siding.....	11	1,945																	
3	East end of Duncanon Siding.....	14	1,776	2	5,111															
	West end of Duncanon Siding.....	14	2,626																	
4	East end of Aqueduct Siding.....	17	2,240	2	5,000															
	West end of Aqueduct Siding.....	18	2,632																	
5	East end of Bailey's Siding.....	22	3,140																	
	West end of Bailey's Siding.....	22	3,873	4	4,418	600														
6	East end of second track, Newport.....	27	1,280	3	2,987	1,150	800													
	West end of second track, Newport.....	31	2,880																	
7	East end of Anderson's Siding.....	67	4,613																	
	West end of Anderson's Siding.....	70	4,850	5	1,200	22,218	23,811													
8	East end of McVeytown Siding.....	72	1,480																	
	West end of McVeytown Siding.....	73	1,100	4	2,147	7,796	22,870													
9	East end of Manayunk Siding.....	76	4,780	3	3,680	4,536	3,163													
	West end of Manayunk Siding.....	78	1,077																	
10	East end of Newton Hamilton Siding.....	82	2,640	4	1,563	9,986	23,408													
	West end of Newton Hamilton Siding.....	83	2,640																	
11	East end of Mount Union Siding.....	85	1,100	1	3,740	500	1,288													
	West end of Mount Union Siding.....	85	4,822																	
12	East end of Mill Creek Siding.....	91	3,340	5	3,798	650	22,698													
	West end of Mill Creek Siding.....	92	3,020																	
13	East end of Huntingdon Siding.....	93	3,680	4	660															
	West end of Huntingdon Siding.....	97	1,294																	
14	East end of Petersburg Siding.....	103	823																	
	West end of Petersburg Siding.....	103	4,820	5	4,809															
15	East end of second track, Barre.....	106	4,140	2	4,000															
	West end of second track, Barre.....	110	3,163																	
16	East end of Birmingham Siding.....	114	2,480	3	4,597															
	West end of Birmingham Siding.....	114	4,196																	
17	East end of second track, Tyrone.....	116	1,652	1	2,736															
	West end Eastern Division.....	131	4,780																	

48,750	Cable Yards Earth Excavation	at 20 cts.	\$9,750 00
124,391	" " Embankment	at 25 cts.	31,147 75
1,954	" " Rock Excavation	at 50 cts.	97 70
16,483	" " Perches	at \$2 00	32,970 00
3,221	" " Cement Masonry	at 4 00	12,884 00
	Graduation and Masonry,		\$87,728 75
	48,750 Cable Yards Ballast	at 60 cts.	\$29,250 00
	124,391 Cross Ties and Sills	at 34 cts.	42,291 58
	6,070 Tons of Iron	at \$ 60 00	364,200 00
	28,681 Charcoal (for pig-iron)	at 75 cts.	21,510 75
	330,554 Pounds of Spikes	at 4 cts.	14,021 75
	Read Superstructure, 61 miles, 2435 ft.	at 400 00	24,564 47
	Back Ballasting— 61 miles, 2435 ft.	at 500 00	30,562 50
	Graduation and Masonry		\$87,728 75
	Total Amount		\$717,347 94

TABULAR STATEMENT No. 2.

Estimate of Bridge Superstructure, Eastern Division Pennsylvania Railroad, January 1st, 1858.

NAMES OF BRIDGES.	DESCRIPTION OF EXISTING STRUCTURES.						PROPOSED PLAN OF CONSTRUCTION FOR SECOND TRACK.	Height of Truss.	Width from outside.	Height of Piers.	Length on Top.	Width on Top.	Per. Cem. Masonry.	Rate per foot for Iron Sup.	Dolls. C.	Rate per foot for Wood Sup.	Cost of Iron Bridge.	Cost of Wooden Bridge.
	Kind of Truss.	No. of Spans.	Stow Angle.	Clear Span.	Total Length.	Width of Bridge.													Width of Masonry.
Canal Bridge, Rockville.	Howe,	1	Deg.	Ft. In.	Feet.	Single,	Don. track,											
Susquehanna,	Howe,	23	55 °	118 9 1/2	126	Double,	Double,											
Cove Creek,	Girder,	2	68 3/4 °	150	3,800	Single,	Do											
Sherman's Creek,	Iron Pratt,	4	73.3	25	310	Do	Do											
Trestle Bridge, Sher. Creek,	Girder,	20	15	34.5	123	Do	Single,											
Duncannon,	Boiler Plate	3	40	123	123	Do	Double,											
Bailey's Piers,	Girders.	8	15	140	140	Do	Do											
Raccoon Creek,	Boiler Plate	1	48.1	53	53	Double,	Do											
Perryville,	Howe,	2	120	254	254	Do	Do											
Granville,	Howe,	5	121.3	635	635	Do	Do											
Canal Bridge,	Truss Gir.,	1	54.6	60	60	Single,	Single,											
May's Bridge,	Howe,	5	122	644	644	Double,	Piers Don.,											
Canal Bridge,	Howe,	1	57 °	60	72	Single,	Single,											
Garver's Bridge,	Howe,	5	121	644	644	Double,	Tails Sin.,											
Canal Bridge,	Howe,	1	81.8 1/4	96	96	Do	Single,											
Mount Union,	Howe,	4	121.6	513	513	Do	Do											
Canal Bridge,	Howe,	1	121.6	138	138	Do	Do											
Vandivander's,	Howe,	3	160	512	512	Single,	Abut. and Tails Sin.,											
Bridgeport, Canal Bridge,	Howe,	1	103.2	177	177	Do	Tails Sin.,											
Truss Girder, Huntington,	Truss Gir.,	1	47	57	57	Do	Double,											
Second above Huntington,	Truss Gir.,	1	51.3	59	59	Do	Do											
Nell's Mills, Shaver's Creek,	Truss Gir.,	2	49.8	112	112	Do	Do											
At Foreman's House,	Truss Gir.,	1	25.6	31	31	Do	Do											
Sherman's Bridge,	Howe,	2	52 °	92.8	212	Do	Do											
Sherman's Bridge,	Truss Gir.,	2	47.10	118	118	Do	Do											
Little Juniata, No. 1,	Pratt,	4	55 °	316	316	Do	Do											
Truss Juniata,	Truss Gir.,	1	60	316	316	Do	Do											
Little Juniata, No. 2,	Pratt,	3	46 °	193	193	Do	Do											
Do do No. 3,	Pratt,	4	36 °	64	256	Do	Do											
Do do No. 4,	Boiler,	5	58	290	290	Double,	Do											
Do do No. 5,	Howe,	1	162	174	174	Single,	Do											
Little Jun., (3 rd curve), No. 6,	Pratt,	4	38 °	65	260	Do	Do											
Do do No. 7, Iron Pratt,	Pratt,	2	90	200	200	Double,	Do											
Do do No. 8, Howe,	Howe,	2	100	200	200	Single,	Do											
Do do No. 9, Pratt,	Pratt,	4	43 °	64 1/2	268	Do	Do											
Do do No. 10, Howe,	Howe,	2	160	200	200	Double,	Do											
Do do No. 11, Pratt,	Pratt,	3	66	192	192	Single,	Do											
					100 No. 12.)													

* Total Spun.

† One piece required.

* No piece required.

Estimate of Unfinished Work, Western Division, Pennsylvania Railroad, January 1, 1858.

TERMINI OF SECTIONS.		TOTAL LENGTH SECTION.		GRADUATION AND MASONRY.										BALLAST.		CROSS TIES.		IRON RAIL.		CHAIRS (CAST IRON).		Spikes.				
		Miles.	Feet.	Earth.	Embankment.	Loose Rock.	Solid Rock.	Per Wall.	Per Cement.	Bushels Cement.	Bricks.	Bridge Superstr.	Distance Feet.	Cubic Yards.	Distance Feet.	Number.	Number of Feet of Track.	Number Feet.	Pounds.	Whole.	Half.					
No. Sec.																										
1	12	12	950	17,000	6,000	11,900	21,300	200	3,035	29,370	360,000	-	-	6,600	3,500	6,600	2,640	6,600	-	-	67	394	11,362	7,734		
2	23	23	950	4,900	11,900	1,150	1,150	150	-	-	-	-	-	15,440	7,720	16,590	6,546	16,390	-	-	406	1,475	30,610	19,212		
3	24	2,270	2,270	3	560	4,500	1,500	3,000	500	-	-	-	-	5,000	2,500	9,077	3,651	9,077	-	-	48	817	15,166	10,584		
4	27	2,530	3	560	4,500	1,500	3,000	3,000	205	-	-	-	-	5,435	2,712	5,435	2,170	5,435	-	-	176	486	10,508	6,359		
5	29	3,442	1	255	8,700	700	1,450	700	1,450	-	-	-	-	7,774	3,887	8,624	3,150	8,624	-	-	113	776	13,068	10,112		
6	31	717	2	908	2,406	2,500	1,500	-	-	122	732	-	-	-	-	-	-	-	-	-	-	-	-	-		
7	33	925	2	908	2,406	2,500	1,500	-	-	122	732	-	-	-	-	-	-	-	-	-	-	-	-	-		
8	42	8	4,355	2,000	900	2,100	2,700	60	-	-	-	-	-	16,358	6,433	19,958	7,703	19,958	-	-	150	1,500	29,120	22,327		
9	60	5,005	18	5,005	430	4,870	300	60	-	-	-	-	-	18,790	6,936	18,790	7,516	18,790	-	-	50	1,500	28,490	21,484		
10	61	3,143	9	3,418	1,200	330	6,395	50	-	-	-	-	-	19,296	8,165	19,296	7,690	19,296	-	-	210	1,500	31,382	22,623		
11	68	3,765	4	632	750	350	975	50	-	-	-	-	-	33,895	13,581	33,895	13,581	33,895	-	-	260	2,706	52,948	39,668		
12	72	3,631	5	5,146	310	970	4,062	975	50	-	-	-	-	630	276	630	260	630	-	-	-	55	990	760	-	
13	78	4,314	6	683	2,390	7,310	18,055	10,600	150	-	-	-	-	3,600	1,530	3,600	1,440	3,600	-	-	64	324	6,472	4,232		
14	79	1,044	-	2,010	1,200	600	1,350	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
15	104	-	24	4,236	3,000	-	5,700	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
16	117	3,259	13	3,259	15,536	-	14,450	10,150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
17	136	3,238	18	5,259	1,900	-	800	5,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Indiana Branch.		-	-	-	-	66,656	10,560	80,532	63,783	1,355	4,057	30,102	360,000	386	127,758	55,140	111,335	56,614	56,614	56,614	283,070	46,038,896	1,542	12,067	232,126	165,675
66,686		Cubic Yards Earth Excavation, at	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10,560		Embankment, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
80,532		Loose Rock, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
63,783		Solid Rock, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1,325		Perches Dry Wall, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4,057		Cement Masonry, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
30,102		Bushels Cement, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
360,000		Brick, and Laying, "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Graduation and Masonry,		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Graduation and Masonry,		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total amount,		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total amount,		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total amount,		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*26 miles 4255 feet.
 12695 tons 20.6 pounds.

REPORT

OF

THE RESIDENT ENGINEER

OF THE

PHILADELPHIA DIVISION.

Maintenance of Way Department,
PHILADELPHIA DIVISION, PENNSYLVANIA RAILROAD,
January 1st, 1858.

H. J. LOMBAERT, ESQ.,
General Superintendent.

SIR:—I respectfully submit the following information in relation to the Maintenance of Way upon the Philadelphia Division of the Pennsylvania Railroad, late the Columbia and Philadelphia Railroad, together with the operations in that department since the first of August last, at which time the road came into the possession of the Company.

The whole extent of the road, from Philadelphia to Columbia, (80 miles) is laid with two tracks of T rail

The positions and lengths of the sidings belonging to the Company are as follows viz :

	Feet.
Aggregate length of sidings at West Philadelphia,	29,595
Siding and branch at Paoli, - - -	988
Siding at Gallagherville, - - -	365
Three sidings at Parkesburg, - - -	2,311
Siding at Kinzer's, - - -	320
Siding at Lemon Place, - - -	425
Three sidings at Lancaster, - - -	1,511
Sidings at Columbia engine house, - -	3,648
River track at Columbia, - - -	5,340
	44,503

On the first of August, the number of crossings between the Main tracks was fifty-four, and of sidings owned by individuals, eighty-three, of which fourteen connected with the main track at both ends. At present the number of crossings is forty-nine, and of private sidings sixty-five, of which ten are connected with the main track at both ends. Thirty-seven of the crossings have been taken up and relaid with new materials, the positions being somewhat changed; the remaining twelve being in better condition have been left on account of the advanced state of the season, but most, if not all of them, will require renewing in the course of the next summer. All of the connections with private sidings, except four, which conformed to our requisitions, have been relaid, and made to correspond in level with the main track. Frogs have in most cases been substituted for riding rails, all the arrangements put in good order at the expense of the Company, and the owners or occupants required to give bond for the careful and proper use of the sidings.

In addition to the above, there are connections with the West Chester and Philadelphia, the West Chester, Chester Valley, Strasburg, and Harrisburg Railroads.

6,350 feet of the north track, extending westward from the engine house at West Philadelphia, and 6,039 feet of the south track west of Dillerville, have been relaid entirely with new materials; the latter section being the last remnant of the edge rail track put down in 1834.

On one track, from the engine house at Columbia to the junction with the Harrisburg branch, about 6,600 feet in length, new rails, chairs, and joint ties, have been put down, the remaining ties with some exceptions being sound. The other track between the same points has been relaid, partly with new iron, and with the best of the old iron taken up from the first track; a large portion of the cross-ties being renewed. This track is used as a siding for making up freight trains.

On the river track 5,340 feet in length, the old rails have been replaced by a light T rail in good condition, taken up from the

old inclined plane track, and a considerable number of new cross-ties put in.

952 tons of new iron rails, weighing sixty-four lbs. to the yard, have been used for the track above described, and for general repairs; a sufficient quantity to lay about nine and a half miles of track.

4,350 chairs have been replaced, and 16,919 new cross-ties put in.

The road bed has been cleared between and outside of the tracks, to admit of the passage of snow ploughs, and been ditched and drained as thoroughly as the short space of time would permit. During the next summer, it will be necessary to widen the ditches, and remove the earth, which in many places has been allowed to accumulate upon the edges of embankments. It will also be advisable to substitute stone ballast for the earth which has been filled in between the cross-ties on some parts of the road, and where the tracks do not correspond in height, to raise the lower to the same level with the upper.

The iron composing the tracks east of Paoli is generally lighter than that used on other parts of the road, and is not in good condition; much of it will require renewing during the ensuing summer.

The bridges have all been examined, and such repairs made as were necessary to insure safety.

The bridge over Valley creek, composed of four spans of one hundred and thirty feet each, was rebuilt in 1838, the original bridge having been destroyed by fire. Within the last few years it has been found necessary to introduce supports between the piers. Recently, eleven additional trestles have been erected, new track stringers and several new floor beams put in, and some other repairs made. The bridge appears now to be firm, but cannot be relied upon for any length of time, and ought to be renewed within two years.

A new bridge, of two spans, over the Brandywine at Downingtown, was constructed about a year since. The track stringers being too light have been replaced, and additional floor beams

introduced ; chock braces have been added over the lower chords, and some other improvements made ; it has been well painted with two coats, and is now in good condition.

At Coatesville and Pequea bridges, some slight repairs have been made. The latter is a new structure, and in good order ; the former requires some further attention, which has been delayed by more pressing matters.

At the bridge over Mill creek, four new trestles have been put up, the stringers on the north track renewed, and some other repairs done. The construction of a new bridge at this point should not be delayed beyond the next season. In the course of the winter, the requisite measurements will be taken, and a plan prepared, which will be duly submitted.

The bridge over Big Conestoga creek has been improved by the addition of several floor beams, and the substitution of heavier track stringers and new cross-ties. At Little Conestoga, a new track has been laid over a portion of the trestle work, and some other work done ; the trestle work at both ends of the bridge has been filled in with earth, to which additions will be made from time to time as the embankment settles. Both of the last mentioned bridges are of recent construction.

A single span bridge over Strickler's run was in progress, and near completion at the time of the sale of the road. Work was then suspended, but the bridge being perfectly safe for the passage of trains, and the attention of our carpenters being required at other points, the work has been resumed only recently ; it will soon be completed.

The above enumeration includes all bridges of importance on the division. There are a number of small bridges in the line of the road, and overhead, which have been renewed wholly or in part, and some which will demand attention in the course of the ensuing year. In all cases of renewal, hereafter, I would recommend the substitution of iron or stone for wood, wherever practicable.

At the West Philadelphia engine house, a considerable amount of work has been done in raising and relaying the floors between

tracks, and in constructing sewers from the pits, the drainage of which had become entirely obstructed. As the building was very imperfectly lighted, an improvement has been effected, by inserting in the side walls, a number of small gothic windows with cast iron frames. The water pipes and plugs have been put in order, and several new plugs erected, by which the watering of engines is much facilitated. The sheet iron covering of the roof is in very bad condition, and should be replaced with galvanized iron as soon as possible.

A frame engine house, with store room attached, has been constructed at Paoli, for the accommodation of one of the engines employed in maintenance of way.

At Parkesburg, two old buildings have been taken down, a boiler shop forty by sixty-four feet, a carpenter shop thirty-one by sixty feet, a telegraph office, and sand house, all of frame, have been erected: the roof of machine shop has been repaired, and some alterations and repairs made in the interior of the shops.

Repairs have been made to the engine sheds at Lancaster, and passenger sheds have been put up at Mountville and Columbia.

At the Columbia engine house, the turn-table and tracks leading into the building, require a thorough repair, which cannot be long postponed. At this place as well as at West Philadelphia, further accommodation for housing engines is much wanted; several at both points being nightly exposed to the weather.

As much inconvenience is experienced for want of passenger station houses at West Philadelphia, City Avenue, and West Chester intersection, I would recommend the construction of frame buildings at these points, at an early day. I would also respectfully call your attention to the want of accommodation for travellers at Lancaster, which is a very important passenger station. There is little or no shelter for either persons or baggage, and both are very much exposed in wet weather, and at the arrival and departure of night trains.

At Whitehall larger tubs have been placed in both water houses, with new valves and hose, the wells walled up, new roofs put on, and other repairs made to the buildings. A new horse power

and pump have been erected on the south side, and a new hand pump on the north. The station is now as effective as it can be made.

The water house at Morgan's Corner has been put in good order, with larger tub, and new horse power, pump, hose and valves.

The water house at Eagle, it was hoped, would have stood through the winter, but it recently broke down, and is now being rebuilt.

At Paoli, which is an important station, the buildings and tubs were much decayed, and the pipes unprotected from frost. Instead of making repairs, a brick reservoir has been constructed on the high ground north of the road, capable of containing 35,000 gallons; the water is forced by a small steam engine from a spring into the reservoir, and thence supplied to locomotives.

The Steamboat station has been improved by the addition of another tub, new valves, hose, and waste pipes. A new roof has been put upon one of the buildings, and both have been repaired. The main pipe has been fitted with strainer, stop cocks, and wash-outs. An abundant supply of water is brought from a spring on the south hill, at a considerable elevation above the road.

At Downingtown there is a moderate supply of running water. Some slight repairs have been made, and the station is in good order.

A new house has been built at Gallagherville, on the south track, capable of holding two large tubs, which have been put up. At the north house, the basement walls have been built up, and a new roof put on. The water is supplied from two springs, by a line of three inch pipe recently substituted for one of two inches. The station is now in excellent condition, and capable of furnishing a large amount of water.

A reservoir of stone, lined with brick, has been built at Parkesburg, with a capacity of 42,000 gallons, and is supplied from a fine spring on the north hill. In addition to what is required for locomotives, a considerable quantity of water is used at the machine shops of the Company, and by the inhabitants of the

village. The old water houses and tubs were in bad condition, and of insufficient capacity.

The Leman Place water station has six tubs, abundantly supplied from a spring, with a full head. The buildings have been repaired, and furnished with new hose and valves.

Much inconvenience having been experienced at Columbia from frequent interruptions in the supply of water, which is obtained from the Columbia water Company, a reservoir has been constructed upon the grounds of the Pennsylvania Railroad Company, and the necessary machinery for pumping water from the Susquehanna river is now in course of preparation. The capacity of this reservoir is 94,000 gallons, which will be ample for all the purposes of the road.

At West Philadelphia and Lancaster, water is obtained from the respective water works of those cities.

Upon the completion of the water works at Columbia, the road will be well provided with water for all ordinary occasions. In very dry seasons there is danger of a deficiency between West Philadelphia and Paoli, the dependence for that part of the road being entirely upon wells. Between Gallagherville and Columbia, the stations are abundantly supplied, but as they are from ten to twelve miles apart, it would be advisable to have intermediate stations, as a reserve in case of obstruction on the road from snow storms or accidents. Examinations will be instituted with a view to remedy these deficiencies.

Wood platforms have been constructed at all important stations, but the road is as yet unprovided with wood sheds. The want of these, and of tool houses for the use of foremen of repairs, is much felt.

From the first of August to this date, 5,076 cords of wood, and 9,434 tons of coal, have been consumed by the motive power. The amount at present on hand is, 2,342 cords of wood, and 2,708 tons of coal.

The following tabular statement exhibits the expenditures chargeable to the different accounts, that have been made in connection with the Maintenance of Way Department, Philadelphia Division, from August 1st, 1857 to December 31st, inclusive.

CONDUCTING TRANSPORTATION.

Passenger Department.

Incidentals,	-	-	-	-	\$61 84
Repairs, Rent and furniture,	-	-	-	-	68 52
Total,	-	-	-	-	<u>\$130 36</u>

Freight Department.

Repairs, Rent and Furniture,	-	-	-	\$400 34
Telegraph expenses,	-	-	-	22 72
Total,	-	-	-	<u>\$423 06</u>

MOTIVE POWER.

Coal,	-	-	-	-	\$8,027 67
Wood, and Hauling Wood,	-	-	-	-	25,842 11
Labor, preparing Wood,	-	-	-	-	837 19
Expenses of Water Stations,	-	-	-	-	2,840 37
Incidentals,	-	-	-	-	38 25
Repairs of Engine Houses, Machine Shops, and					
Turn-tables,	-	-	-	-	3,697 84
Repairs of Locomotives,	-	-	-	-	4 50
Repairs, Water Stations and Fixtures,	-	-	-	-	3,573 65
Stationery and Printing,	-	-	-	-	6 50
Materials, for Shop, Parkesburg.	-	-	-	-	36 39
Total,	-	-	-	-	<u>\$41,904 47</u>

MAINTENANCE OF WAY.

Chairs and Spikes,	-	-	-	-	\$7,117 98
Clerks, -	-	-	-	-	216 00
Cross-Ties and Sills,	-	-	-	-	13,738 99
Frogs and Switches,	-	-	-	-	10,915 93
Incidentals,	-	-	-	-	725 34
Iron Rails,	-	-	-	-	54,163 16
Labor, Repairing Track, -	-	-	-	-	28,317 27
Materials, Repairing Track,	-	-	-	-	3,907 77
Oil, Fluid and Tallow,	-	-	-	-	68 65
Repairs, Foremen and Tool Houses,	-	-	-	-	2 37
Repairs, Workmen's Houses,	-	-	-	-	11 34
Repairs Bridges, -	-	-	-	-	5,611 47
Repairs Telegraph,	-	-	-	-	2 70
Repairs, Road and Hand Cars,	-	-	-	-	1,849 93
Stationery and Printing, -	-	-	-	-	317 11
Superintendence and Supervisors,	-	-	-	-	1,739 31
Tools, and Repairs of Tools,	-	-	-	-	1,565 89
Watchmen and Switchmen,	-	-	-	-	3,577 25
Total,	-	-	-	-	<u>\$133,848 46</u>

RECAPITULATION.

Conducting Transportation, Passenger Department,	130 36
Conducting Transportation, Freight Department,	423 06
Motive Power, -	44,904 47
Maintenance of Way, -	133,848 49
Maintenance of Cars, Ballast, and Wood Truck, -	2,483 03
Total,	<u>\$181,789 38</u>

Respectfully submitted,

W. H. WILSON,

Resident Engineer.

REPORT

OF THE

CHIEF ENGINEER OF THE CANAL DEPARTMENT.

Office Pennsylvania Railroad Company,
Philadelphia, 1st January, 1858.

J. EDGAR THOMSON, Esq., President:—

DEAR SIR:—I herewith Report concerning the “Main Line of the Pennsylvania Canal:

On the 1st August, upon taking possession of the late “public works” of Pennsylvania, purchased by the Pennsylvania Railroad Company, you were pleased to appoint to me the charge of the disbursements and management of the main line of canal from Columbia to Hollidaysburg, and from Johnstown to Pittsburgh. Total distance, including Swatara feeder, as per Canal Commissioners’ report, 285 miles. I found the whole work in a more or less dilapidated condition, almost unfit for business purposes—that part of the upper Juniata Division, from Huntingdon to Hollidaysburg, especially so. The system of management in use, was illy conducted, unnecessarily expensive, and too divided in its objects to allow the attainment of desirable results.

The legitimate business of the line has, in a very great measure, been more completely driven from it, by these causes than by any possible pressure from outside rivalry.

Desiring to make the work at least self-sustaining, both as regards to maintenance for business purposes, and its reconstruc-

tion or repairs, and not deeming it prudent, in view of the near approach to the usual time for suspending navigation, to make more than absolutely necessary changes, I proceeded to organize a "Maintenance of Canal" management, which, without being radical, would produce the desired results.

I am able to inform you the object has thus far been attained.

The "ordinary" expenses of maintenance have been reduced from \$7,831 01, as per month of August accounts, to \$3,078 96, as per month of December accounts.

The transportation expenses show no reduction from the August statement.

I consider this reduction but initiatory to what yet remains to be done in the general economy of the work, and therefore respectfully suggest the propriety of a complete *reorganization of the whole canal management and business*, to be established at the earliest possible moment. A copy of my views on this matter I herewith offer to your consideration, and, if approved, to the action of the Board of Directors.

The repairs and renewals have been extensive upon river, road and farm bridges, dams, and general breaches.

The Clark's Ferry dam, across the Susquehanna river, has been entirely rebuilt for a distance of over 400 feet, at an expense of \$4,238 37. This whole structure will require, during the coming summer, very extensive repairing—almost reconstructing.

Clark's Ferry bridge, about 2,060 feet long, required immediate and extensive repairs to prevent its total loss. This structure was originally built in an insufficient and unworkmanlike manner.

The repairs to piers and ice breakers has cost	-	\$1,386	12
“ “ superstructure of bridge,	-	5,433	82
<hr/>			
Amount expended,	-	-	6,819 94
Probable amount yet needed to complete it,	-	-	2,000 00
<hr/>			
Total cost, say	-	-	\$8,819 94

The sum of \$4,840 57 has been expended upon the southern part of the Millerstown dam, which was in a very precarious situation. The further sum of \$1,000 will be required to be expended upon the northern part of this dam, to render it safe.

The Aughwick dam has been entirely rebuilt, under a contract made by the Canal Commissioners previous to the purchase of the line by the Pennsylvania Railroad Company, on which the sum of \$5,857 has been paid by this Company, as their share of its total cost.

Fourteen new road and farm bridges have been built on the line since August last.

There yet remains many expensive bridges, aqueducts, culverts and locks, to adjust and rebuild. I propose having them "patched," and gradually placed in good order, as fast as the Canal receipts will justify.

To classify the usual and necessary expenses incident upon maintaining a well conditioned canal in working order, and keep these accounts distinct from those properly chargeable to *reconstruction of Canal*, I have divided the expenses under three general heads, namely: *Ordinary*, as pertaining to usual maintenance; *Extraordinary*, as pertaining to reconstruction; and *Transportation*, as pertaining to the business of the Canal, and the collection of its tolls, &c.

EXPENSES—MAINTENANCE.

MONTHS.	Ordinary.	Extraordinary.	Transportation.	Totals.
August,	\$7,831 01	\$2,954 01	\$3,905 39	\$14,690 41
September,	4,833 05	6,894 55	4,519 05	16,246 65
October,	5,004 72	3,336 46	4,187 42	12,528 60
November,	2,763 36	3,925 88	4,451 50	11,140 74
December,	3,078 96	12,661 02	2,843 72	18,583 70
Totals,	\$23,511 10	\$29,771 92	\$19,907 08	\$73,190 10

The receipts from the Canal, monthly, have been as follows :

August,	-	-	-	-	-	\$31,272 37
September,	-	-	-	-	-	33,024 06
October,	-	-	-	-	-	23,542 89
November,	-	-	-	-	-	12,697 03
December,	-	-	-	-	-	2,469 20
Total,						\$103,005 55
Less amount due Portage Railroad,	-	-	-	-	-	10,572 05
Gross Canal receipts,						\$92,433 50

In amounts from the several Collectors' Offices, as follows :

Columbia,	-	-	-	-	-	\$17,187 45
Portsmouth Outlet Lock,	-	-	-	-	-	97 08
Portsmouth,	-	-	-	-	-	7,692 73
Harrisburg,	-	-	-	-	-	8,872 80
Juniata Aqueduct,	-	-	-	-	-	27 16
Liverpool,	-	-	-	-	-	42,707 93
Newport,	-	-	-	-	-	4,236 83
Lewistown,	-	-	-	-	-	1,321 69
Huntingdon,	-	-	-	-	-	3,616 41
Hollidaysburgh,	-	-	-	-	-	3,836 33
Johnstown,	-	-	-	-	-	1,340 42
Blairsville,	-	-	-	-	-	1,385 19
Freeport,	-	-	-	-	-	706 44
Freeport Aqueduct,	-	-	-	-	-	95 65
Pittsburgh,	-	-	-	-	-	9,881 44
Total,						103,005 55
Less Portage Railroad dues,	-	-	-	-	\$10,572 05	
“ Total Canal expenses,	-	-	-	-	73,190 10	
Deduct						83,762 15
Net Canal earnings,	-	-	-	-	-	\$19,243 40

At the foregoing rates, supposing the extraordinary expenses of reconstruction at an end, and allowing 9 months of the year for use of canal, and 12 months for expenses, the average net earnings, without any further increase or decrease of canal business, would amount to \$103,771 77. The interest on a capital invested of \$1,729,529 50. Thus—

$$\frac{\$92,433\ 50}{4\ \text{mo.}} \times 9\ \text{mo.} - \frac{\$23,511\ 10 + \$19,917\ 08}{5\ \text{mo.}} \times 12\ \text{mo.} = \$103,771\ 77.$$

It is proper here to state, that the occurrence of any untoward accident to the structures or bed of the Canal, by flood or otherwise, will tend greatly to very opposite results.

Desiring to use steam dredge boats, as far as practicable, in the widening and deepening of canal bed to its original capacity, and having no reliable information, either of its distances or the present condition as compared with its original prism, I have directed an instrumental examination to be made, as speedily and economically as possible, to gain the desired results.

Herewith please find, in addition to plan of organization proposed, Tabular Statements, showing in detail, monthly, all the items of expenses, properly classified under their respective accounts and divisions.

- All of which is respectfully submitted.

T. HASKINS DU PUY,

Chief Engineer Canal Department.

ANNUAL REPORT, 1857.

STATEMENT No. 2.

Exhibiting in detail Amounts of Earnings from all Sources, for the year ending December 31.

COLUMBIA BRANCH RAILROAD.				HARRISBURG AND LANCASTER RAILROAD.				PENNSYLVANIA RAILROAD.				Tolls on Passengers and Mails Carried for Columbia R. R. Transportation Company.				Tolls on Passengers carried for Old West Chester R. R. Co.		
1857. MONTHS.	First Class Passengers.	Emigrant Passengers.	Carrying U. S. Mails.	TOTALS.	First Class Passengers.	Emigrant Passengers.	Adams & Co.'s Express.	Carrying U. S. Mails.	TOTALS.	First Class Passengers.	Emigrant Passengers.	Adams & Co.'s Express.	Carrying U. S. Mails.	TOTALS.	First Class Passengers.	Emigrant Passengers.	Mails.	
January.....	\$954 42	\$116 08	67 92	1,139 02	\$5,714 61	58 08	633 17	627 08	\$7,032 94	\$43,934 01	\$1,367 81	4,261 83	4,104 16	532,767 81				
February....	986 15	212 43	67 92	1,266 50	6,286 40	107 01	562 82	627 08	7,583 31	56,071 15	2,329 61	3,877 18	4,291 66	66,570 20				
March.....	1,381 17	746 36	67 92	2,195 45	11,297 96	373 18	609 72	627 08	12,907 94	90,357 96	5,358 93	4,200 28	4,291 66	104,298 83				
April.....	2,494 45	933 72	67 92	3,496 09	12,573 11	466 86	609 72	627 08	14,276 77	94,633 73	7,924 36	4,200 28	4,291 66	111,052 03				
May.....	3,942 24	577 95	67 92	4,588 11	12,221 62	277 11	609 72	627 08	13,735 53	88,987 72	6,564 31	4,200 28	4,291 66	104,013 97				
June.....	1,273 32	424 85	67 92	1,766 19	10,498 14	213 83	609 72	627 08	11,948 77	76,729 33	5,545 21	4,200 28	4,291 66	90,766 48				
July.....	1,003 88	642 51	67 92	1,714 31	9,287 86	302 34	633 17	627 08	10,850 45	72,056 79	5,486 69	4,361 83	4,291 66	86,196 97				
August.....	1,112 03	347 15	67 92	1,527 10	11,853 86	189 47	609 72	627 08	13,280 13	85,208 70	5,039 62	5,402 78	4,291 66	99,942 76			4,497 46	
September...	1,077 85	451 47	67 92	1,597 24	14,388 64	231 72	609 72	627 08	15,867 16	97,943 62	5,726 39	5,402 78	4,291 66	113,364 45			3,067 56	
October.....	1,097 70	452 80	67 92	1,618 42	11,734 70	211 78	633 17	627 08	13,206 73	84,417 38	6,344 38	5,610 58	4,291 66	109,664 00			2,605 92	
November....	771 05	390 56	67 92	1,229 53	8,226 68	207 64	633 17	627 08	9,694 57	65,550 11	5,536 99	5,610 58	4,291 66	80,983 34			1,041 45	
December....	570 75	267 27	67 92	905 94	7,291 36	143 51	586 27	627 08	8,648 22	51,801 04	3,657 83	5,194 98	4,291 66	64,945 51			3,422 54	
Totals.....	\$16,665 01	\$5,563 85	515 04	23,043 90	121,374 94	2,782 53	7,340 00	7,524 96	139,022 52	907,694 14	60,876 13	56,023 66	51,312 42	1,076,506 35	109,722 71	554 13	14,891 65	14,624 92

STATEMENT No. 2—Continued.

FREIGHT EARNINGS.										MISCELLANEOUS EARNINGS.				
1857. MONTHS.	Freight at Stations.	TOLLS ON CARS OF INDIVIDUALS.			CANAL TOLLS.	Use of River Track at Colum- bia.	RECEIVED FOR MOTIVE POWER.			Totals from Freight.	Rents.	Individ's and Corp'tns.	Sundry Sources.	GRAND TOTALS.
		Penna. R. R.	Colum- bia R. R.	Portage R. R.			Proportion due Penna. Railroad.	From Harris, & Lanc. R. R.	From Old West Ches- ter Railroad.					
January	\$170,066 11	4,320 31	.....	.....	.....	.....	839 85	.....	175,236 25	3,057 33	1,600 22	453 93	241,887 53
February.....	310,892 20	4,718 96	.....	.....	.....	.....	1,069 20	.....	316,680 16	3,114 47	2,993 60	543 12	398,741 36
March	432,639 77	5,710 85	.....	.....	.....	.....	1,421 48	.....	439,772 10	2,188 15	1,857 10	1,184 89	564,314 46
April.....	321,326 25	5,967 75	.....	.....	.....	.....	1,056 77	.....	328,360 77	3,378 14	4,094 33	23,800 19	488,458 32
May.....	240,426 34	6,013 87	.....	.....	.....	.....	922 54	.....	247,372 75	1,638 85	1,022 79	308 82	372,710 82
June.....	226,903 69	4,564 86	.....	.....	.....	.....	900 76	.....	232,369 31	2,025 74	2,405 36	651 33	241,633 18
July.....	257,854 27	5,071 72	.....	.....	.....	.....	687 72	.....	263,013 71	3,598 35	1,224 63	6,419 37	373,617 79
August.....	275,066 70	5,160 65	17,635 65	2,620 38	.....	.....	661 86	.....	301,145 24	1,635 05	4,858 66	2,237 24	453,443 41
September.....	286,898 17	6,548 71	18,652 90	3,723 27	6,941 87	.....	687 62	.....	323,452 54	2,413 69	3,927 40	1,990 76	495,059 54
October.....	207,011 95	6,461 13	15,489 94	2,982 43	3,283 26	89 62	590 73	294 63	236,203 69	2,817 93	1,472 10	2,680 11	387,333 43	
November.....	220,818 40	6,952 81	12,712 14	.....	346 92	37 75	428 77	124 14	241,420 93	1,003 16	1,220 77	1,682 51	359,544 49
December.....	246,122 91	5,593 70	15,884 63	.....	.....	43 40	600 51	108 30	268,113 45	1,959 25	2,962 95	9,144 36	378,925 43
Totals	\$3,196,046	76,67,095	12,80,375	26,9,326	10,572 65	170 77	9,927 82	527 07	3,374,040	29,430 11	28,129 91	50,702 63	\$4,855,969 76	

GEN'L SUPT'S OFFICE, ALTOONA, Jan. 1, 1858.

THOS. R. DAVIS, Chief Clerk Trans. Department.

ANNUAL REPORT, 1857. STATEMENT No. 3.

Exhibiting the Monthly Totals of Various Class Earnings of Penna. R. R. and Connections, for year ending December 31.

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<i>Freight Earnings.</i>													
From Freight at Stations.	170,666 11	310,892 30	432,639 77	321,336 25	210,436 31	226,903 69	257,834 27	275,066 70	286,598 17	207,011 93	230,818 40	246,122 91	\$3,196,046 76
Tolls on Individual Cars, Penna. R. R.,	4,330 31	4,718 76	5,710 85	5,967 75	6,013 87	4,564 86	5,071 72	5,169 65	6,518 71	6,461 13	6,932 81	5,543 70	67,095 12
" " " " " " " " " " " " " " " "	-	-	-	-	-	-	-	17,635 65	18,652 90	13,459 94	12,712 14	13,884 63	80,375 26
Canal Tolls, Proportion due Penna. R. R.,	-	-	-	-	-	-	-	2,650 38	3,723 27	2,982 43	-	-	9,376 08
Use of River Track at Columbia.	-	-	-	-	-	-	-	-	6,941 87	3,283 26	316 92	-	10,572 05
Harris, & Lam. R. R. Co. for Motive Power,	839 86	1,069 20	1,421 48	1,056 77	922 54	900 76	687 72	661 86	-	89 62	37 75	43 40	170 77
Old West Chester R. R. Co. " " "	-	-	-	-	-	-	-	-	687 62	590 73	428 77	650 51	9,227 82
" " " " " " " " " " " " " " " "	-	-	-	-	-	-	-	-	-	294 63	124 14	108 30	527 07
<i>Passengers, Mails, &c., Earnings.</i>													
From First Class Passengers,	50,603 04	63,341 30	103,037 09	100,703 29	105,131 58	88,500 79	82,348 53	98,174 59	113,410 11	97,249 78	74,547 84	59,663 15	1,045,734 06
Tolls on 1st Class Pass. from Col. Transp. Co.,	-	-	-	-	-	-	-	23,280 01	27,191 68	23,787 30	18,479 49	16,975 14	173,729 91
" " " " " " " " " " " " " " " "	-	-	-	-	-	-	-	4,197 46	3,057 55	2,605 92	1,041 45	3,492 54	15,364 92
Tolls on Emigrant Pass. from Col. Transp. Co.,	-	-	-	-	-	-	-	1,033 76	1,117 41	1,292 81	1,210 41	-	5,554 38
Wholesale Passengers,	1,512 57	2,649 05	6,478 47	9,391 94	7,419 37	6,183 99	6,431 54	5,576 24	6,409 58	7,008 96	6,129 19	1,068 61	69,222 51
Adams & Co's Express,	4,965 00	4,410 00	4,810 00	4,810 00	4,810 00	4,810 00	4,995 00	6,012 50	6,213 75	6,243 75	5,781 25	5,781 25	63,963 75
U. S. Mails,	4,739 16	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	4,986 66	59,652 42
Tolls on Mails carried for Col. R. R. Trans. Co.,	-	-	-	-	-	-	-	4,986 66	11,256 66	978 32	978 32	978 32	4,491 65
<i>Miscellaneous Receipts.</i>													
From Rents,	3,057 33	3,114 47	2,188 15	3,278 34	1,698 83	2,025 74	3,598 35	1,635 05	2,113 69	2,817 93	1,603 16	1,939 35	29,450 11
Individuals and Corporations,	1,601 22	2,983 60	1,557 10	4,004 33	1,042 79	2,103 86	1,224 63	4,838 66	3,027 40	1,472 10	1,250 77	2,662 95	28,129 91
Sundry Sources,	53 93	513 17	1,184 89	23,800 19	308 82	631 35	6,419 37	2,237 24	1,990 76	2,686 11	1,652 51	9,144 36	50,707 63
Totals,	241,887 53	398,741 36	564,313 46	1,845,458 42	372,710 82	310,633 18	373,617 79	433,419 41	495,039 51	387,333 43	359,514 49	378,925 43	\$4,855,669 76

THOS. R. DAVIS,
Chief Clerk Transportation Department.

SUPERINTENDENT'S OFFICE, ALTOONA,
January 1, 1858.

ANNUAL REPORT, 1857.

STATEMENT No. 4.

Condensed Exhibit of Monthly Expenses in Motive Power, Conducting Transportation, Maintenance of Cars, and Maintenance of Way Departments.

1857.	MOTIVE POWER DEPARTMENT.			CONDUCTING TRANSPORTATION DEPARTMENT.			MAINTENANCE OF CARS DEPARTMENT.			MAINTENANCE OF WAY DEPARTMENT.			TOTALS.
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	
January, ...	18,565 62	34,190 61	52,756 23	20,309 95	89,651 99	109,961 94	6,725 82	11,985 83	18,711 65	9,804 49	14,656 33	24,460 82	205,920 64
February, ..	17,133 83	30,142 62	53,276 45	17,231 74	111,372 60	128,604 34	13,282 68	10,764 93	24,047 61	11,024 18	16,536 21	27,560 39	233,488 79
March,	16,191 13	35,873 85	52,064 98	30,323 27	141,835 94	172,159 21	9,294 54	14,319 16	23,613 70	21,899 01	32,848 34	54,747 35	302,565 24
April,	17,663 22	36,475 66	54,070 88	33,319 44	125,451 76	158,771 20	7,242 19	10,894 00	18,136 19	10,840 16	16,310 08	27,150 24	258,136 51
May,	17,316 53	38,394 65	55,711 18	28,042 41	101,898 22	129,850 63	7,211 48	13,655 02	20,266 50	11,979 06	17,968 72	29,947 78	235,776 09
June,	18,485 27	38,930 49	57,415 76	25,362 60	96,480 95	121,843 55	10,195 73	11,454 08	21,649 81	18,565 23	27,847 62	46,412 85	247,321 97
July,	19,060 89	37,127 73	56,188 62	24,690 11	113,048 15	137,738 26	7,248 01	11,645 66	18,893 63	14,889 39	22,333 90	37,223 29	250,043 84
August,	22,307 13	52,342 10	74,649 23	23,506 09	79,724 66	103,230 75	6,538 85	12,146 63	18,685 48	31,354 03	47,031 01	78,385 04	274,560 50
September,	25,372 87	55,045 79	80,418 66	26,574 51	81,925 89	108,500 40	5,469 06	15,183 36	20,652 42	27,810 21	41,715 19	69,525 40	279,096 88
October,	26,287 77	49,066 29	75,354 06	24,383 72	66,453 94	90,837 66	4,305 56	13,090 16	17,395 72	28,361 54	42,542 21	70,903 75	254,491 19
November, ..	24,744 50	44,589 84	69,334 34	18,066 68	66,800 65	85,527 33	3,194 10	11,468 15	14,662 25	16,609 71	24,914 73	41,524 44	211,048 36
December, ..	24,337 63	54,119 25	78,516 88	18,860 86	72,798 92	91,659 78	3,568 04	12,203 16	15,871 14	24,745 99	37,119 10	61,865 09	247,912 89
Totals,	247,466 39	512,298 88	759,765 27	291,241 38	1,147,413 67	1,438,685 05	84,276 66	148,310 08	232,586 14	227,883 00	341,823 44	569,706 44	3,000,742 90

ALTOONA, January 1, 1858.

THOS. R. DAVIS, Chief Clerk Transportation Department.

ANNUAL REPORT, 1857.

STATEMENT No. 6. — Mileage and Expenses of Engines—*Eastern Division.*

ENGINES.	BUILDERS.	Placed on Road.	Number of Drivers.	Size of Drivers.	Weight.	Weight on Drivers.	Miles Run with Passenger Trains.	Miles Run with Freight Trains.	Total Miles Run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.			REMARKS.		
													Repairs.	Fuel.	Tallow & Waste.			
Adams.....	No. 66 M. W. Baldwin,	Sept., 1852	4 1	6 59700 34400	.....	17704	2474 43	1048 20	228 68	14 00	5 92 1	35 21	27	Good order, had new wrought tires, flue sheet and	[flue box repaired]		
Allegheny.....	" 11 " " "	July, 1850	4 1	6 45275 25825	83	20405	1350 46	2779 07	299 56	6 59 13	58 1	45 21	57	Good order.				
Antelope.....	36 Seth Wilmarth,	Oct., 1852	4 5	6 61300 37900	24487	83	408 54	2454 30	316 09	1 67 10	102 1	29 12	98	Good order.				
Armstrong.....	22 M. W. Baldwin,	Dec., 1850	4 5	6 38675 22575	8923	90	1689 99	1391 91	134 35	75 15	44 1	71 35	90	Good order, thoroughly repaired, and new tires.				
Ararat.....	40 Seth Wilmarth,	Nov., 1850	4 5	6 59000 36600	25659	168	25827	1978 54	230 25	7 62 10	57 1	29 19	48	Good order.				
Beaver.....	15 M. W. Baldwin,	Sept., 1850	8 3	6 43350 43650	7791	.....	7791	1089 76	165 57	5 21 14	00 2	12 21	33	Running order (distributing train).			
Belle.....	115 M. W. Baldwin & Co.	Dec., 1854	4 6	6 58350 34950	27324	192	27516	3257 67	2087 04	367 39	11 84	10 85	1	Good order, thoroughly repaired, had new fire box.	[new driving wheel centres and tires.]			
Blair.....	6 M. W. Baldwin,	Sept., 1849	4 6	6 40175 21000	.....	.....	.....	.....	.....	.....	.....	.....	.....	In the shop.		
Blazing Star,	107 M. W. Baldwin & Co.	June, 1854	4 5	6 57600 35900	29832	100	29932	1590 57	2672 86	230 41	5 34	8 90	97	15	21	Good order.		
Bucks.....	67 M. W. Baldwin,	Sept., 1853	4 1	6 59700 34400	98	22064	22102	779 36	1252 50	334 51	3 52	5 61	1	51	10	64	In shop for general repairs.	
Butler.....	26 " " "	Jan., 1853	4 5	6 38675 22875	10081	583	16664	1068 89	1423 95	225 06	6 41	8 54	55	16	30	Good order, had two new driving wheels and tires.		
Cambria.....	9 R. Norris & Bro.,	Jan., 1850	4 4	6 40825 25825	216	12239	12455	478 40	1325 35	139 28	3 84	10 64	12	15	60	Good order.		
Carlton.....	69 M. W. Baldwin,	Oct., 1853	4 4	6 59700 34400	98	20261	20359	1604 01	1457 33	301 57	7 88	7 15	1	80	16	83	Good order, had new tires; needs new tube sheet.	
Centre.....	21 " " "	Dec., 1850	4 4	6 45900 26200	.....	19087	849 63	2637 81	297 72	4 45	13 82	1	56	19	83	Good order.	
Chamois.....	108 M. W. Baldwin & Co.	June, 1854	4 5	6 57600 35900	17505	168	17673	2629 27	1968 03	215 91	8 71	11 13	1	22	27	22	Good order, had new driving wheels and w't tires.	
Chester.....	70 M. W. Baldwin,	Oct., 1853	4 4	6 59700 34400	.....	13880	3292 08	922 83	192 75	23 72	6 65	1 39	31	76	Good order, had new copper fire box and new w't tires.		
Chlorion.....	12 " " "	July, 1850	4 4	6 45275 25825	3791	10424	14715	923 04	1491 69	210 23	6 27	10 14	43	17	84	Good order, had new driving wheel centres. [tires.		
Clinton.....	13 " " "	Sept., 1850	4 4	6 45900 26200	.....	15065	1183 23	2069 70	214 07	7 41	12 96	1	34	21	71	Good order.	
Columbia.....	16 " " "	Sept., 1850	4 4	6 45900 26200	98	18187	18555	1117 26	2538 08	234 18	6 01	13 66	1	36	21	63	Running order; needs new tube sheet.	
Consolidation,	140 M. W. Baldwin & Co.	April, 1857	6 3	8 45500 45500	100	5270	5370	704 42	125 02	85 13	12 2	35 16	32	Good order (new).				
Cumberland,	42 M. W. Baldwin,	Dec., 1852	6 3	8 59600 48200	.....	5507	1504 25	419 30	114 69	27 31	7 61	2 36	59	Under repairs, and copper fire box.			
Delaware.....	72 " " "	Oct., 1853	4 4	6 59700 34400	.....	20262	2214 72	1365 82	322 81	6 00	6 74	60	14	34	Good order, had new wrought tires.		
Eagle.....	53 Seth Wilmarth,	April, 1853	4 5	6 57600 35900	9423	2892	12315	2942 94	1471 65	242 00	23 90	11 95	1	96	37	81	Good order, had new wrought tires, thoroughly repaired.	
Elk.....	18 M. W. Baldwin,	Oct., 1850	4 4	6 44800 25400	288	3876	4164	3465 69	500 91	60 99	83	23	14	19	46	98	Good order, thoroughly repaired.	
Erle.....	17 " " "	Oct., 1850	4 4	6 44800 25400	215	19480	19935	690 71	2457 70	342 75	3 51	12 48	1	75	17	74	Good order.	
Fayette.....	28 " " "	Feb., 1852	4 4	6 46400 27640	49	20190	20239	738 35	2838 82	336 32	3 65	14 12	66	19	43	Good order.		
Flint.....	116 M. W. Baldwin & Co.	June, 1855	4 6	6 58350 34950	35817	40	35837	2266 31	3604 62	395 71	6 32	10 65	1	10	17	47	Good order.	
Forest.....	73 M. W. Baldwin,	Oct., 1853	4 4	6 59700 34400	.....	21212	913 19	1365 86	340 02	2 30	6 44	60	12	34	Running order.		
Franklin.....	7 " " "	Oct., 1849	4 4	6 30650 16730	.....	14435	331 33	1892 16	119 65	2 49	11 81	85	16	25	Running order (distributing train).		
Fulton.....	75 " " "	Nov., 1853	4 4	6 59700 34400	.....	20262	1420 99	1207 29	272 57	7 01	5 93	1	35	14	31	Good order, had new wrought tires.	
Gazelle.....	109 M. W. Baldwin & Co.	July, 1854	4 5	6 58350 34950	31326	.....	31326	2043 94	2778 90	302 83	6 52	8 87	97	16	36	Good order, had new driving wheels and w't tires.	
Greene.....	30 M. W. Baldwin,	Mar., 1852	4 4	6 46400 27640	15282	1678 95	1915 51	275 90	26 25	10 91	12	48	1	74	25	10	Good order.
Huntingdon,	8 " " "	Nov., 1849	4 4	6 45275 25825	.....	15865	1039 50	1543 17	150 99	6 55	9 73	95	17	23	Good order, had new chilled driving wheels.		
Juniata.....	7 " " "	Nov., 1849	4 4	6 45275 25825	49	20330	20379	607 86	2454 56	293 81	3 00	13 03	1	44	17	47	Good order.	

ANNUAL REPORT, 1857.

STATEMENT No. 7.—*Village and Expenses of Engines—Western Division.*

ENGINES.	BUILDERS.	Placed on Road.	Number of Drivers.		Weight.	Weight on Drivers.	Miles Run with Passenger Trains.	Miles Run with Freight Trains.	Total Number of Miles Run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.				REMARKS.
			ft.in.	ft.in.									Repairs.	Fuel.	Tallow & Waste.	Total Cost.	
Alligripus.....	No. 96 R. Norris & Son,	Mar., 1854	63	8	55600	4800	.....	14023	14023	1330 17	1134 88	377 34	9 48	8 09	2 09	26	Running order.
Altoona.....	43 Smith & Perkins,	Dec., 1852	63	8	34200	41800	.....	7405	7405	72 23	644 90	132 57	0 97	8 71	1 80	11	48 Good order.
Aughwick...	118 M. W. Baldwin & Co. Dec.,	1855	64	6	61000	42200	.....	6114	6114	168 29	319 94	292 39	7 50	5 23	1 30	25	In the shop under repairs; needs new fire box.
Bald Eagle...	68 R. Norris & Son,	Oct., 1853	45	5	34500	33000	22798	174	22972	1722 82	2689 84	292 39	7 50	11 71	1 27	20	Good order.
Bedford.....	98 M. W. Baldwin,	Mar., 1854	83	8	66600	66600	.....	7770	7770	760 66	953 61	297 24	9 80	12 29	3 05	25	In the shop.
Berk.....	39	Nov., 1852	63	8	64500	46100	.....	16100	16100	1126 47	1023 42	209 12	7 00	6 32	1 30	14	Running order, had new flue sheet.
Black Log.....	80 R. Norris & Son,	Jan., 1854	44	6	64500	34300	646	22313	22959	648 34	3730 47	300 11	2 35	16 23	1 31	19	Needs general repairs.
Black Oak.....	117 M. W. Baldwin & Co.,	Mar., 1855	64	6	61000	42200	.....	5100	5100	4113 65	337 80	64 78	80 66	8 82	1 27	88	In the shop, fire box lengthened and new driving wheels and tires.
Blairsville....	78 Smith & Perkins,	Dec., 1853	63	8	58500	44000	.....	20444	20444	918 93	1351 49	346 77	4 46	6 61	1 70	12	Running order.
Blue Ridge....	120 M. W. Baldwin & Co. Jan.,	1856	64	6	70100	55000	.....	2534	2534	6004 22	196 41	70 45	.....	7 75	2 78	10	Good order, had new fire box, and altered to smoke consumer.
Bolivar.....	82 Smith & Perkins,	Jan., 1854	63	8	55800	4600	137	19069	19206	1244 76	1219 90	286 26	6 48	6 35	2 01	14	Good order.
Bradford.....	25 M. W. Baldwin,	Jan., 1852	44	6	45900	26200	20339	5535	25874	418 30	2732 98	254 94	1 62	10 50	9 13	17	Running order, had new chilled tires.
*Cherokee....	197 Norris Brothers,	Aug., 1857	.....	.....	.....	.....	5668	1686	7354	271 15	902 58	299 58	4 10	11 26	1 16	93	Good order.
Chestnut Ridge	87 R. Norris & Son,	Feb., 1854	44	6	54900	34300	18391	586	18977	77 53	2136 45	829 58	4 10	11 26	1 16	93	Running order.
Chay.....	1 William Norris,	Oct., 1849	24	2	22350	14000	.....	6676	6676	91 72	730 17	83 68	1 37	11 84	1 25	14	Running order, (old).
Clearfield....	24 M. W. Baldwin,	June, 1851	44	6	45900	29200	24676	798	27474	1406 91	3051 05	237 75	5 33	11 21	9 17	48	Running order, needs new tires.
Corn Planter ..	119 Ross Winans,	Jan., 1856	83	8	58500	5500	.....	15588	15588	1424 72	1329 54	339 75	13 63	9 81	31 25	75	Running order, had new flue sheet.
Conemaugh....	56 R. Norris & Son,	May, 1853	46	6	58500	35000	33847	32	33899	1438 91	4158 59	491 08	4 01	11 31	37 16	89	Running order.
Crab Tree.....	61	Aug., 1853	45	6	54500	33000	13146	.....	13182	332 91	1214 60	17 41	2 68	9 21	1 34	13	Good order.
Crawford.....	23 M. W. Baldwin,	June, 1851	44	6	45900	29200	5176	9292	14468	673 97	1912 50	169 80	4 66	13 22	17 19	63	Running order, had new chilled tires.
Cresson.....	128 Smith & Perkins,	April, 1856	63	8	60600	44400	.....	3518	3518	1383 99	157 48	49 42	30 34	4 47	41 45	22	Sold to "Steub. & Indiana R. R. Co."
Cyclops.....	51 Ross Winans,	Feb., 1853	83	8	64700	61700	.....	9808	9808	3032 15	937 44	264 50	30 93	9 56	2 70	43	Good order, had new fire box.
Duquoin.....	34 M. W. Baldwin,	Aug., 1852	63	8	64500	46100	.....	15926	15926	984 20	894 18	321 27	6 38	6 24	2 02	14	Running order.
Galitzin.....	129 Smith & Perkins,	April, 1856	63	8	60600	44400	.....	4451	4451	1169 89	259 93	84 29	26 28	6 51	1 90	34	Sold to "Steub. & Indiana R. R. Co."
Greensburg...	76	Nov., 1853	63	8	58500	44000	.....	14283	14283	1663 64	1011 71	268 84	11 65	7 08	1 88	20	Running order, had new wrought tires.
Heislcy.....	2 William Norris,	Oct., 1851	44	6	26600	15000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Running order, (old).
Hornet.....	132 M. W. Baldwin & Co. June,	1857	45	6	.....	.....	19149	184	19333	220 56	1879 90	238 02	1 14	9 72	1 23	12	Good order, (new).
Indiana.....	10 M. W. Baldwin,	Jan., 1850	25	0	.....	.....	.....	14076	14076	85 38	1579 04	177 82	0 66	11 22	12 13	00	Needs general repairs.
Iron City.....	95	Mar., 1854	83	8	66600	66600	.....	12491	12491	1048 33	1193 63	351 85	8 40	9 53	3 06	21	Running order, had new chilled driving wheels.
Jefferson.....	44	Jan., 1853	63	8	58600	48200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Running order, had new chilled driving wheels.
Johnstown....	77 Smith & Perkins,	Dec., 1853	63	8	58500	44000	.....	27413	27413	634 55	1900 86	515 82	2 39	6 92	1 88	11	Sold to "Steub. & Indiana R. R. Co."
*Junata.....	190 Norris Brothers,	Aug., 1857	.....	.....	.....	.....	5142	.....	.....	55 47	533 83	116 43	17 40	8 10	77	13	Running order.
Kishorequillas	15 R. Norris & Son,	Sept., 1853	45	6	54800	33000	10463	.....	10643	1851 32	946 63	181 75	25 15	44 22	15 52	84	Good order, had general repairs.
Kiskimuntias	57	May, 1853	45	6	59000	4000	8478	.....	8478	1289 12	1308 61	181 75	25 15	44 22	15 52	84	Good order, had new wrought tires.
Kittanning...	55	May, 1853	46	6	55500	35900	33993	.....	33993	1276 44	3684 20	423 31	3 75	10 83	1 24	15	Running order, needs new frame and cylinder.
Kittatimny...	92	Feb., 1854	63	8	58500	4380	2585	.....	2585	1658 33	219 70	60 58	64 16	8 50	2 34	74	Good order, had new wrought tires.
Lancaster.....	46 M. W. Baldwin,	Jan., 1853	63	8	63100	41800	8770	.....	8770	1913 66	642 58	229 62	3 72	7 44	2 55	31	Good order, had new chilled driving wheels, shifting engine.
Latrobe.....	41 Smith & Perkins,	Dec., 1852	63	8	54200	41800	26	12750	12750	475 73	1131 50	230 22	3 72	8 86	1 88	14	Running order.
Laurel Hill....	90 R. Norris & Son,	Feb., 1854	44	6	61800	45000	9642	.....	9642	553 41	1359 50	231 11	5 74	14 10	2 39	22	Running order, needs new sides for fire box.

Sept., 1852	63	864500	46100	.....	9080	620 44	739 17	201 19	6 83	8 80	2 22	17 85	Running order, needs new fire box.	
Oct., 1852	63	864500	46100	.....	19025	684 05	1228 58	133 68	3 60	6 46	0 52	12 11	Running order, needs new tires.	
April, 1854	63	858500	44000	57	87 42	29025	603 41	163 88	25 58	7 10	1 86	34 54	Good order, had new wrought tires.	
Feb., 1854	83	850150	50150	.....	12606	1193 15	1163 52	242 25	9 46	9 23	1 92	20 61	Good order.	
Oct., 1853	45	850900	40000	25664	.....	25664	858 17	243 64	3 35	10 18	1 14	71	Good order.	
Jan., 1854	44	854900	43000	.....	8584	2015 36	904 31	143 72	23 48	10 53	1 57	65	Good order, had new wrought tires.	
Oct., 1852	63	864500	46100	.....	21553	788 77	1347 40	363 33	3 69	6 31	84 11	84	Running order, needs slight repairs and new tires.	
April, 1856	63	859150	50150	.....	16348	10348	933 93	1485 22	369 5	8 83	9 09	26 17	Good order, had new tube sheet, crown sheet, and fire box rep'd.	
June, 1853	45	850670	34300	1061	7288	8349	845	1215 69	130 18	10 14	56 1	26 29	Running order, needs rebuilding.	
Feb., 1854	83	850150	50150	.....	18818	824 80	1828 26	339 18	4 40	9 72	12 16	24	Running order, had tube sheet.	
Feb., 1854	83	850900	43000	275	10965	11240	879 00	1401 37	187 67	7 82	12 47	1 67	21 96	Good order, had new wrought tires.
Jan., 1854	44	854900	43000	.....	21750	1175 64	1475 97	486 24	5 45	6 79	2 23	14 47	Good order, had new wrought tires.	
Feb., 1854	63	858500	44000	396	21978	29377	504 16	3706 20	282 36	2 27	16 56	1 26	20 09	Good order.
Jan., 1854	44	850600	42000	.....	15186	15186	2919 63	1376 89	262 83	19 22	9 07	1 73	30 02	Good order, had new fire box.
Feb., 1856	83	855500	55500	.....	9818	9818	560 58	844 89	268 87	5 71	8 55	2 74	17 10	Running order.
Mar., 1854	83	862100	62000	.....	24410	24410	986 13	1762 00	437 31	4 04	7 22	1 87	13 13	Running order.
Sept., 1853	63	855800	44000	.....	21343	21343	1601 33	1425 43	438 23	7 50	6 08	0 52	16 23	Good order.
Oct., 1853	63	855800	44000	.....	12576	12576	1056 47	1149 06	301 30	8 40	9 14	2 39	19 93	Running order, had half crown sheet.
Jan., 1853	83	850910	50100	.....	12308	12308	2010 11	1046 25	279 73	16 33	8 50	2 27	27 10	Good order, had new chilled driving wheels.
Feb., 1854	83	862100	62000	23677	92	227 09	934 76	2487 99	210 77	3 93	10 47	0 90	15 30	Running order.
Aug., 1853	45	854800	33000	.....	16620	16620	2138 04	1523 15	334 97	12 86	9 16	2 14	16 16	In the shop under repairs, had new chilled driving wheels.
Jan., 1856	83	859500	55500	.....	16775	16775	1989 95	1095 17	321 66	11 86	6 53	1 92	20 31	Running order, had new wrought tires.
Mar., 1854	63	855800	44000	.....	8886	8886	1700 37	940 60	184 32	19 14	10 58	0 73	79	Good order, had new fire box.
Jan., 1853	63	863100	44800	.....	12282	12282	629 32	1241 07	287 90	5 12	10 10	2 34	17 56	Under repairs, needs new fire and crown sheet.
April, 1856	83	850500	50500	.....	17348	1565 56	1699 22	181 86	9 02	9 79	1 05	19 86	Good order.	
July, 1853	45	035630	357 30	17298	50	.....	.....	.....	.....	.....	.....	.....	.....	Sold to "Pitts., Ft. Wayne & Chicago R. R. Co.
July, 1856	45	6	.....	.....	11764	11764	754 61	1110 90	252 30	6 45	9 49	2 16	18 10	Good order.
April, 1853	83	859150	50150	.....	4138 73	.....	.....	.....	.....	.....	.....	.....	.....	In shop, being rebuilt.
May, 1853	46	055000	35500	.....	14304	14304	1447 81	336 20	5 12	10 12	4 29	25 11	Running order, had fire box.	
Feb., 1853	83	855500	55500	.....	16802	19561	463 45	3166 26	239 25	2 37	16 19	1 22	19 78	Running order.
Jan., 1854	44	854900	43000	2758	117	17280	195 06	1535 39	208 15	1 13	8 80	1 20	11 22	Good order, (new).
131 M.W. Baldwin & Co.	83	858500	44000	17163	117	17280	195 06	1535 39	208 15	1 13	8 80	1 20	11 22	Good order.
83 Smith & Perkins,	Feb., 1854	63	858500	44000	14907	14967	1128 94	953 14	241 09	7 54	6 37	1 61	15 52	Good order.
93	April, 1856	63	860600	44000	19277	10271	1006 07	324 17	5 29	5 22	1 19	18 12	19	Good order.
127	July, 1856	45	6	.....	1053	1063	6 43	96 72	7 43	0 61	9 20	70 10	51	Sold to "Pitts., Ft. Wayne & Chicago R. R. Co."
132 R. Norris & Son,	Jan., 1853	44	035800	34140	504	5992	6496	1167 73	451 28	130 45	18 00	7 02	2 01	Good order, fire box renewed.
49 M.W. Baldwin,	June, 1853	45	056700	34300	.....	2161 06	.....	.....	.....	.....	.....	.....	.....	Under repairs, had new fire box.
58 R. Norris & Son,	Nov., 1857	83	633700	63700	1790	1790	62 87	169 75	58 76	3 19	9 48	3 28	15 95	Good order, (new).
44 M.W. Baldwin & Co.	No. 45	83	633700	63700	1906	1906	64 82	158 02	74 56	3 40	8 32	3 91	15 63	Good order, (new).
No. 45	Dec., 1857	83	633700	63700	242	242	.....	10 84	14 40	.....	.....	.....	.....	Good order, (new).
No. 128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals,.....	.....	.....	.....	.....	320604	700677	1027341	98024	09	98332	98	17656	92	.....

* Came into possession of Pennsylvania Railroad Company, August 1, 1857.

AVERAGE COST PER 100 MILES RUN.

Passenger Engines—Repairs.....	\$6 89	Freight Engines—Repairs.....	\$10 31
Fuel.....	10 83	Fuel.....	9 00
Stores.....	1 25	Stores.....	1 93
	\$18 97		\$21 24

BENJ. F. CUSTER, Ch. Clerk Motive Power Department.

ANNUAL REPORT, 1857.

STATEMENT No. 7½.—Mileage and Expenses of Engines—Philadelphia Division.

ENGINES.	BUILDERS.	Placed on Road.	Number of Drivers.	Size of Drivers.	Weight.	Weight on Drivers.	Miles run with Passenger Trains.	Miles run with Freight Trains.	Total number of Miles run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles.			REMARKS.	
													Repairs.	Fuel.	Tallow, Oil, Fluid & Waste.		
Alarie.....	No. 182	Feb., 1856	4 5 6	59200	34290	11592	80	11672	225 61	1012 56	146 13	1 93	8 67 1	25 11	85	Good order, will require new flues.	
Alet.....	"	April, 1856	4 5 6	58400	36000	160	7040	7200	391 20	442 24	86 27	5 43	6 13 1	20 12	76	Good order, will require new flues.	
Atlanta.....	"	Sept., 1853	4 5 6	55200	33200	8902	.....	8902	127 35	786 59	142 00	1 43	8 84 1	60 11	87	Good order, will require new flues.
Attilla.....	"	Dec., 1855	4 5 6	59200	34200	9396	36	9432	330 02	903 14	123 36	3 50	9 57 1	38 14	45	Good order, will require new flues.	
Athas.....	M. W. Baldwin.	May, 1845	.....	.....	.....	.....	4380	4380	29 73	299 97	31 71	52	8 85	72	8 09	Needs general repairs.
Bardolph.....	178 Lane, Loco. Works.	May, 1855	4 5 0	57000	34200	.....	6444	6444	543 77	376 57	75 95	8 44	5 84 1	18 15	46	In the shop for new fire box and flues.
*Bedford.....	202 M. W. Baldwin.	.....	.....	.....	.....	.....	6364	6364	775 21	509 50	107 48	12 18	8 00 1	69 21	87	Running order, needs new fire box.
*Blair.....	208 R. Norris & Son.	.....	6 4 0	.....	.....	.....	702	702	825 18	108 62	13 18	.....	13 47 1	88 17	35	In the shop for general repairs, needs new flues.
Brandywine.....	141 M. W. Baldwin.	.....	.....	.....	.....	.....	3304	3304	462 44	222 46	27 78	14 00	6 73	84 21	57	Good order, needs flues pieced.
Bracekridge.....	195 Lane, Loco. Works.	Feb., 1857	4 5 6	60000	35500	6120	1900	8020	314 15	677 29	108 73	3 92	8 45 1	35 13	72	Good order, (new.)	
Buchanan.....	"	Aug., 1856	4 5 6	66000	39600	.....	9244	9244	244 55	704 07	112 10	2 65	7 62 1	21 11	45	Good order, needs new flues.
*Cambridge.....	196 Norris Bros.	.....	4 4 6	38500	22600	.....	.....	.....	1041 63	.....	.....	.....	.....	.....	.....	Running order.
*Carlton.....	149 " "	Oct., 1849	4 4 6	40800	26000	3856	732	4588	2328 87	422 20	62 19	30 76	9 20 1	36 01	32	Good order, had general repairs.	
Clearfield.....	163 Lane, Loco. Works	Sept., 1853	4 5 0	53000	31800	340	7244	7584	218 03	482 58	89 60	2 87	6 36 1	18 10	41	Good order, needs new flues.	
Clinton.....	"	Sept., 1853	4 5 6	53000	31800	.....	4720	4720	865 65	314 74	54 01	18 33	6 67 1	14 26	14	Good order, needs new flues.
Columbia.....	R. Norris.	May, 1851	4 4 6	40800	26000	.....	6276	6276	477 72	341 94	117 33	4 22	5 45	78 13	84	Good order.
Conowingo.....	160 Lane, Loco. Works	July, 1853	4 5 0	53000	31800	7399	1709	9108	838 63	.....	.....	.....	8 15 1	29 14	66	Needs new fire box and flues.
Constitution.....	154 R. Norris.	Jan., 1851	4 5 0	41600	24600	4088	1680	5768	701 68	511 87	68 70	12 17	8 88 1	20 22	25	Good order, had two new driving wheels.	
Corporal Trim.....	187 N. J. Manufac'g Co.	April, 1856	4 4 6	53000	32200	.....	9840	9840	137 30	630 46	134 89	1 60	6 41 1	37 9	38	Running order.
Falstaff.....	191 Lane, Loco. Works.	June, 1856	4 5 6	60000	39600	.....	8820	8820	429 67	676 52	116 66	5 16	8 13 1	40 14	69	In the shop, under repairs.
Fingall's Baby.....	"	Jan., 1856	4 5 0	60000	39600	.....	8516	8516	315 14	656 01	106 82	3 70	7 70 1	25 12	65	In the shop, for slight repairs and new flues.
F. R. Shunk.....	146 R. Norris.	Mar., 1849	4 4 6	40800	26000	514	6222	6736	762 24	415 93	60 18	11 31	6 17	90 18	38	Good order, fire box patched.	
Gen. B. Porter.....	William Norris.	.....	.....	.....	.....	.....	1566	1566	27 00	141 31	14 43	1 72	9 02	92 11	66	Condemned.
Governor.....	170 R. Norris & Sons.	April, 1854	4 5 0	.....	.....	80	2836	2916	1862 34	136 74	31 60	62 87	6 75 1	08 70	70	In the shop, for general repairs.
*Hercules.....	"	Feb., 1854	4 5 6	1892	1892	111 09	397 94	23 14	5 92	16 27	1	22 23	41	Good order.
Hiawatha.....	194 Lane, Loco. Works.	Feb., 1857	4 5 6	60000	35500	6320	3920	10240	98 78	832 21	132 27	96	8 13 1	29 10	38	Good order, (new.)	
*Hopkins Wm.....	191 R. Norris & Sons.	July, 1856	4 5 0	67200	41200	.....	4960	4960	381 79	367 41	64 75	7 70	7 41 1	30 16	41	Good order, needs new flues.
Jesse Miller.....	206 M. W. Baldwin.	.....	4 4 6	.....	.....	.....	3468	3468	181 79	267 52	59 01	5 24	7 71 1	70 14	65	Good order, needs fire box lengthened, and new flues.
John Gilpin.....	175 Lane, Loco. Works.	Jan., 1854	4 5 6	56800	34300	7316	196	7512	332 90	683 40	105 46	4 43	9 10 1	40 14	93	Good order, had new flues.	
Junata.....	207 " "	.....	4 4 6	.....	.....	.....	3430	3430	174 45	189 50	27 61	5 08	5 52	80 11	40	Condemned.
*Jupiter.....	204 R. Norris & Sons.	6 4 0	5244	5244	545 93	696 10	76 23	10 41	8 28 1	28 1	45	25 14	Good order.
Kansas.....	171 M. W. Baldwin.	May, 1854	4 5 0	54400	31400	5290	5084	5084	862 67	329 98	65 81	16 96	6 49 1	64 25	69	Good order.	
Keystone.....	159 Lane, Loco. Works.	June, 1853	4 5 0	53000	31800	5290	3092	8292	284 08	652 24	115 24	3 43	7 86 1	39 12	68	Running order, needs new flues and fire box.	
Lancaster.....	157 R. Norris.	May, 1851	4 4 6	40800	26000	.....	2274	2274	683 91	121 63	18 53	30 05	5 35	81 36	24	Under general repairs, needs new flues.

Lehigh.....	Mar., 1854	4 4 6	64550 40850	7396	422 65	473 10	77 06	5 71	6 401	04 13	15	Running order, needs flue sheet and expansion [lamp on boiler.
Lewistown....	Mar., 1847	4 4 6	40000 24000	4894	240 88	341 04	49 63	4 72	7 001	01 12	73	Good order.
"	Mar., 1854	4 4 6	40000 24000	5136	592 90	332 23	43 42	5 01	6 251	23 18	98	Good order.
Luzerne.....	Mar., 1850	4 4 6	64550 40825	2307	5167	337 04	46 11	6 7614	00 1	91 22	67	Good order.
"Lycoming....	Mar., 1850	4 4 6	52000 30800	5386	1734 91	365 32	45 30	25	6 801	22 40	27	Good order, had general repairs and new flues.
162 Lane, Loco. Works	Aug., 1853	4 5 0	52000 30800	272	4108	663 14	77 29	10 37	13 34	73 27	50	Running order.
263 Norris Bros.	Aug., 1850	4 4 6	58400 36000	4434	1734 91	663 14	77 29	10 37	13 34	73 27	50	Running order.
184 Lane, Loco. Works.	May., 1856	4 5 0	58400 36000	7592	372 63	502 81	91 68	4 90	6 621	21 12	74	Good order, had new flues and slight repairs.
Montgomery,	May., 1854	4 5 0	54400 31400	7476	575 85	494 63	83 95	7 70	6 621	21 12	74	Good order.
173 M. W. Baldwin.	June, 1856	4 5 0	67200 41200	6516	6516	333 80	82 96	5 43	8 071	27 14	77	Good order, needs new flues.
190 R. Norris & Sons.	May., 1855	4 5 0	59400 34600	216	5641	5857	68 07	18	6 691	16 16	03	In the shop, needs new flues and flues.
174 Lane, Loco. Works.	May., 1855	4 5 0	67200 41200	455	8472	323 07	109 87	3 81	7 851	30 12	96	In good order.
Old Hickory.	May., 1854	4 5 0	67200 41200	455	8472	323 07	109 87	3 81	7 851	30 12	96	In good order.
*Philadelphia,	May., 1854	4 5 0	67200 41200	455	8472	323 07	109 87	3 81	7 851	30 12	96	In good order.
201 Smith & Perkins.	May., 1854	4 5 0	67200 41200	455	8472	323 07	109 87	3 81	7 851	30 12	96	In good order.
169 R. Norris & Sons	April, 1854	4 5 0	56800 34300	10100	6444	737 57	66 08	11 44	6 301	02 18	76	Running order, needs fire box repaired.
172 Lane, Loco. Works.	May., 1854	4 4 6	40800 26000	6383	366 96	371 32	59 46	5 75	5 35	93 12	03	In the shop, for general repairs.
150 R. Norris.	Nov., 1849	4 4 6	40800 26000	9920	173 71	646 09	118 71	1 75	6 51	1 20	9	Running order, needs new flues.
"	Dec., 1854	4 5 0	57000 34200	9920	173 71	646 09	118 71	1 75	6 51	1 20	9	Running order, needs new flues.
151 Swatara.....	Dec., 1855	4 4 0	57000 34200	9920	173 71	646 09	118 71	1 75	6 51	1 20	9	Running order, needs new flues.
Tam O'Shanter,	Dec., 1855	4 4 0	57000 34200	9920	173 71	646 09	118 71	1 75	6 51	1 20	9	Running order, needs new flues.
*T. H. Forsyth,	Dec., 1855	4 4 0	57000 34200	9920	173 71	646 09	118 71	1 75	6 51	1 20	9	Running order, needs new flues.
144 R. Norris.	May., 1848	4 5 0	38000 12400	4310	262 52	354 13	48 45	6 09	8 121	12 15	45	Good order, had new flues.
183 Lane, Loco. Works.	Feb., 1856	4 5 0	58400 36000	5112	348 08	353 57	69 18	6 81	7 001	35 15	16	Good order, had new flues.
Toney Weller,	Apr., 1850	4 5 0	40200 22400	3376	432 02	311 32	68 63	12 53	9 03	77 22	33	Good order.
153 R. Norris.	Jan., 1855	4 5 0	57000 34200	4402	44	4416	102 15	6 10	6 571	29 14	26	In the shop, needs new flues.
Uncle Toby....	Feb., 1851	4 5 0	41000 24600	4402	44	4416	102 15	6 10	6 571	29 14	26	In the shop, needs new flues.
155 R. Norris.	July, 1853	4 5 0	53000 31800	676	6116	6792	85 08	7 05	6 111	21 14	37	Good order, needs new flues.
161 Lane, Loco. Works.	June, 1848	4 4 0	38000 12400	1210	776 13	78 67	21 01	64 14	6 501	74 72	38	Good order, had new driving wheels and tires.
145 R. Norris.												Condemned.
192 R. Norris & Sons.	July, 1856	4 4 6	67200 41200	776 13								Condemned.
Wash.C. Farmer,												Good order, has new tires.
198 Norris Bros.	Nov., 1851	4 4 6	55200 33200	4508	831 25		97 82	91 17	9 231	44 31	84	Good order, had general repairs, needs new flues.
*Westmorel'd,	Oct., 1853	4 5 6	55200 33200	4508	831 25		97 82	91 17	9 231	44 31	84	Good order, had general repairs, needs new flues.
166 Lane, Loco. Works	Oct., 1853	4 5 6	55200 33200	4508	831 25		97 82	91 17	9 231	44 31	84	Good order, had general repairs, needs new flues.
148 R. Norris.	May, 1849	4 5 0	40200 22400	6169	240 43	640 24	53 76	3 83	10 20	89 14	92	In the shop, under repairs.
Wissahickon,					2 83							Condemned.
Wm. Penn....												Condemned.
*W.T. Morrison,												Good order, had general repairs.
129	Mar., 1856	4 5 0	40200 22400	6743	782 01	247 85	49 56	31 51	9 982	00 43	49	Good order.
Wyalusing....	152	Mar., 1856	4 5 0	40200 22400	6743	782 01	49 56	31 51	9 982	00 43	49	Good order.
Wyoming....	147	May, 1849	4 5 0	40200 22400	6744	136	8880	134 62	8 27 57	1 55	9 52	1 02 12 09 Good order.
York....	152	May, 1849	4 5 0	40200 22400	6744	136	8880	134 62	8 27 57	1 55	9 52	1 02 12 09 Good order.
185 N. J. Mantheig Co.	Mar., 1856	4 4 6	53000 32200	5864	1594	1830 84	74 49	1 17	10 16	1 08 12 41	83	Good order, had new flues and copper fire box.
180 Lane: Loco. Works.	Oct., 1855	4 5 0	58400 26000	1424	7256	471 44	93 74	21 34	6 97	1 36	8 33	Good order, had new flues and copper fire box.
Young America,												In the shop, for new flues.

All the above Engines came into possession of the Pennsylvania Railroad Company, August 1, 1857.

* In service on Allegheny Portage R.R.

BENJ. F. CUSTER,
*Chief Clerk Motive Power
Department.*

ANNUAL REPORT, 1857.

STATEMENT No. 8.

Abstract of Passengers and Miles Traveled Monthly over each portion of the Route, exclusive of Excursions.

1857.	COLUMBIA RAILROAD.										COLUMBIA BRANCH, HAR. & LAN. R. R.										HARRISBURG AND LANCASTER R. R.										PENNSYLVANIA RAILROAD.									
	WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.				
	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.								
January, .	7467	310778	41.6	4439	7139	297561	41.6	4252	1001	10790	10.7	568	1194	14861	12.4	782	3932	105276	26.7	2924	4302	108586	25.2	3016	22145	831505	37.5	3353	20675	917024	45.8	3819								
February, .	9499	398366	42.0	5691	9241	390264	42.2	5575	1179	13897	10.9	678	1177	13863	11.8	729	4928	140800	28.5	3911	5104	142154	27.4	3948	24180	1148378	47.4	4629	21118	1145423	54.2	4618								
March, .	13401	653013	48.7	9314	11215	519381	46.3	7419	1528	15801	10.3	832	1680	21540	12.8	1134	9000	270413	30.0	7511	6284	187747	29.8	5215	30006	2208061	73.5	8002	25208	1434431	56.9	5784								
April, .	18905	683483	48.8	9767	12851	583354	45.5	8362	3438	41055	11.9	2161	2009	22504	11.2	1189	11329	297207	26.2	8256	7372	196276	26.6	5452	34124	2389829	70.0	9636	25681	1429833	55.5	5752								
May, .	12198	587771	48.2	8397	10736	568238	52.9	8116	6054	77187	12.7	4062	2491	26355	10.7	1396	12077	267637	22.1	7434	7547	192363	25.4	5343	33738	2094065	62.0	8443	26486	1419403	53.5	5723								
June, .	12637	560397	44.4	8005	12447	510177	40.9	7288	1571	16852	10.7	887	1478	17739	12.0	933	7806	213757	27.3	5938	6586	155037	23.6	4323	27662	1554131	56.1	6207	26891	1549135	57.6	6247								
July, .	12761	570116	44.7	8144	11911	570653	47.9	8152	1214	11113	9.1	585	1385	16288	11.8	857	6709	193903	28.9	5983	5937	175932	29.6	4887	29091	1217680	41.8	4916	28110	1430482	50.8	5768								
August, .	17738	724812	40.8	10354	17849	685091	38.3	9787	1357	11979	8.9	630	1599	18189	11.4	957	8292	235505	28.2	6542	8210	225805	27.5	6272	32346	1821974	56.1	7358	30832	1639758	53.1	6612								
September, .	17294	749570	43.3	10708	17343	844336	48.6	12062	1077	9849	9.1	518	1558	19076	12.2	1004	9232	276087	29.9	7669	8739	246557	28.2	6849	31624	2167674	68.5	8740	27782	1753385	63.1	7071								
October, .	16390	847829	51.7	12110	15275	811335	53.1	11590	1052	9164	8.7	483	1437	20616	13.8	1085	8142	243627	29.9	6768	7733	265265	26.5	5702	28568	1806925	63.2	7286	26721	1550526	57.0	6151								
November, .	10772	520441	48.3	7435	10182	475930	46.7	6799	727	6393	8.8	337	1273	15568	12.2	819	5238	154247	28.8	4284	5013	122916	24.5	3414	19634	1209283	60.6	4876	18371	1070511	58.2	4316								
December, .	10128	430804	42.4	6147	9903	445088	44.9	6358	675	5467	8.1	287	886	9451	10.7	497	4358	122040	28.0	3390	4673	127501	27.2	3541	17337	815004	47.0	3256	17741	1007026	56.7	4060								
Totals, .	154280	7035882	45.4	100511	146112	6703408	45.7	95760	20873	228547	10.6	12028	18217	216320	11.9	11382	91143	2520589	27.9	70010	77500	2086739	26.8	57962	330755	19467509	56.9	77692	295506	16349247	55.2	65921								

LEWIS L. HOUPPT,
General Ticket Agent.

ANNUAL REPORT, 1857.

STATEMENT No. 9.

Statement of Monthly Passenger Receipts from each Station Pennsylvania Railroad, during 1857.

STATIONS.	JANUARY.	FEBRUARY	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia	9582 86	11487 80	29969 55	21281 44	20752 00	19153 28	18041 10	21942 65	22861 54	23170 05	15748 23	14320 12	2222310 56
Hestonville	40	15	70	.....	50	.....	.....	20	.....	.....	15	30	2 40
Libertyville	60	80	1 00	1 00	60	1 00	2 20	6 55	5 70	7 00	8 25	50	35 20
Athensville	1 50	1 50	4 85	4 40	4 45	5 40	12 05	18 30	12 30	17 25	7 10	1 50	90 60
White Hall	38 00	47 65	44 85	61 50	44 70	71 85	120 35	143 40	106 30	91 00	67 90	64 95	902 45
Villa Nova	.....	.....	.....	.....	.....	2 85	50	.....	.....	.....	17 40	1 00	22 35
Morgan's Corner	30 90	33 95	46 15	41 05	50 30	68 70	88 80	94 05	109 15	104 95	48 85	58 60	776 05
Eagle	27 15	28 80	36 20	27 55	32 05	46 00	73 90	90 80	70 07	8 70	40 70	30 10	573 22
Paoli	97 15	145 09	178 75	154 95	136 02	160 30	226 55	2219 28	1814 12	1503 06	690 58	1879 09	9205 45
Steamboat	89 00	95 75	126 45	126 75	105 70	151 10	161 50	205 50	171 50	188 30	128 35	107 65	1657 55
Oakland	93 05	125 70	139 25	130 25	140 50	168 80	157 25	236 92	217 20	202 00	139 75	101 27	1851 94
Int. Ches. Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Downingtown	183 85	230 20	289 30	316 25	252 40	299 25	326 45	451 70	400 32	350 30	301 05	265 25	3726 32
Gallagherville	45 25	37 40	60 10	68 65	50 55	66 10	61 00	99 00	80 40	65 75	100 80	57 05	792 25
Calm	15 70	17 50	17 75	15 75	18 60	20 60	24 60	18 45	29 50	27 75	16 25	17 10	239 55
Midway	186 35	279 75	317 95	363 40	350 02	368 65	401 77	554 95	455 75	448 10	382 85	329 63	4439 77
Chandler's	11 30	33 00	38 00	57 85	38 20	41 45	41 80	44 10	51 35	48 55	46 05	23 40	478 05
Parkburg	234 20	253 75	312 05	366 95	312 85	317 37	355 80	544 52	409 73	761 62	421 90	570 70	4861 44
Penningtonville	154 90	204 65	253 53	261 02	209 38	197 10	195 00	313 80	292 55	261 75	272 55	409 02	3025 25
Christiana	113 85	127 20	165 45	224 75	135 55	173 35	149 40	284 25	394 92	228 35	195 10	195 58	2295 75
Gap	91 30	107 35	161 55	170 40	151 70	167 25	179 25	261 25	216 45	192 90	167 60	183 40	2050 40
Kinzer's	37 95	56 35	60 60	81 15	70 65	71 80	89 75	120 70	108 95	93 90	65 15	96 20	953 05
Lemon Place	155 35	161 85	237 65	236 35	193 30	199 25	171 60	297 85	281 65	229 65	180 95	233 50	2569 95
Gordonville	19 00	32 35	34 47	43 25	37 85	33 70	46 80	56 35	62 15	53 15	60 07	45 35	525 09
Bird-in-Hand	72 45	85 30	100 75	117 15	93 50	133 35	96 85	168 50	157 45	117 70	119 40	130 85	1393 25
Laurester	2892 27	3380 90	4816 48	6225 20	4410 32	4815 78	4423 08	5876 93	5702 65	557 32	3894 25	3705 20	55674 8
Rohrerstown	5 30	4 75	4 20	15 70	4 20	12 50	9 60	9 20	19 80	19 20	7 50	15 00	127 85
Mountville	32 10	39 00	35 20	44 60	36 35	51 00	43 10	34 50	61 40	47 80	38 75	39 30	503 20
Columbia	1193 00	1914 12	1837 57	2562 07	3322 70	1995 37	1857 90	2293 50	2170 73	1923 02	1426 25	1184 87	23681 09
Chiques	6 75	13 40	11 25	9 35	11 85	8 00	15 50	16 95	10 70	7 70	12 20	13 85	137 50
Marietta	116 80	97 05	241 25	1989 32	4678 65	570 80	235 05	235 22	232 10	155 40	134 25	178 75	8867 64
Shoek's Mills	3 95	15 95	18 40	33 50	47 10	23 20	12 95	14 90	18 90	11 45	13 05	10 60	221 55
Bainbridge	35 10	37 70	49 10	91 40	137 95	48 60	40 55	53 35	40 00	35 05	31 90	31 55	632 25
Collins	11 95	11 60	21 09	19 85	16 45	11 40	14 60	13 50	11 10	9 45	8 00	8 60	157 50
Falmouth	3 65	2 40	12 45	14 45	13 60	12 10	3 25	1 50	3 95	2 00	7 50	1 80	71 90
Buck Look	3 80	3 55	2 50	8 05	6 10	5 85	4 95	4 80	7 40	3 90	2 00	6 35	57 25
Landisville	5 60	5 70	8 45	2 95	11 30	14 25	7 65	13 90	21 55	12 70	14 80	16 20	135 05
Mount Joy	107 70	137 80	266 40	266 85	257 93	258 20	212 10	342 90	312 57	263 22	213 90	235 22	2874 80
Elizabethtown	101 60	90 75	133 30	150 70	110 90	131 55	115 10	165 95	190 35	138 05	110 92	119 45	1558 62
Midletown	265 05	260 25	326 43	572 50	790 35	502 25	387 25	438 25	417 95	324 75	273 00	231 30	4792 33
Highspire	17 50	25 85	35 15	119 05	222 65	45 45	31 90	35 65	46 75	26 00	38 05	38 35	682 25
Harrisburg	5909 63	6535 60	9692 10	14508 01	14098 27	8944 70	10150 27	11833 71	12330 33	11931 73	989 88	6536 75	122412 98
Rockville	309 80	239 20	337 55	500 47	449 95	387 70	433 10	650 55	466 95	280 97	189 60	103 20	4369 04
Cove	12 00	1 15	5 65	8 70	6 60	8 50	20 40	13 00	14 47	9 15	6 40	6 35	112 37
Dunannon	266 00	245 23	363 35	278 22	335 20	292 95	332 25	447 55	370 15	295 33	273 70	274 85	3774 81
Aqueduct	75 35	61 20	92 10	857 62	752 30	596 57	420 02	140 38	669 50	149 45	51 65	70 00	3945 14
Bailey's	9 10	7 80	8 70	9 15	12 75	10 85	12 65	16 55	10 80	10 60	8 20	6 75	123 90
Newport	276 15	248 37	594 97	630 40	418 50	347 98	290 30	451 92	492 53	432 42	484 80	340 20	5018 54
Millerstown	214 05	228 45	443 63	607 25	335 40	295 50	227 05	546 45	347 12	386 50	394 82	306 25	4162 47
Thompsonstown	21 45	22 35	25 95	32 22	49 50	39 05	27 70	45 45	36 50	33 25	34 10	37 65	406 07
Mexico	15 40	15 65	25 30	17 85	31 68	17 65	17 00	25 60	19 20	16 35	17 35	16 10	235 16
Perryville	193 10	223 30	264 72	507 52	273 92	181 25	154 55	271 00	349 10	248 13	180 35	168 90	3015 84
Midlin	375 47	420 55	565 85	954 32	606 30	624 45	446 58	635 93	773 78	726 78	488 43	502 02	7210 46
Lewistown	1324 90	1199 88	1996 70	2250 00	1867 48	1518 67	1220 22	1724 90	1688 00	1953 52	1318 40	1162 43	19225 10
Anderson's	14 70	12 25	12 85	12 25	8 95	7 40	9 45	23 85	15 05	14 15	9 65	10 25	150 80
McVeyton	279 22	269 95	395 45	331 15	363 72	319 15	272 08	321 12	304 30	240 05	202 10	259 00	3557 29
Manayunk	16 55	17 25	13 70	11 95	17 70	20 60	11 20	13 90	20 70	12 45	12 55	8 30	176 85
Newton Hamilton	129 33	220 22	143 55	126 00	124 90	81 70	85 72	141 23	149 32	140 17	124 55	96 27	1575 96
Mount Union	266 67	257 35	603 57	730 33	379 07	242 65	213 95	311 80	328 60	322 10	357 70	223 22	4237 01
Mapleton	30 30	28 40	25 25	55 45	22 45	29 95	44 60	48 25	25 50	24 85	31 75	34 70	381 45
Mill Creek	85 95	100 45	187 43	214 43	173 33	103 33	101 75	130 05	163 50	189 50	107 57	67 97	1625 20
Huntingdon	1915 05	889 67	1365 27	1567 80	1346 15	1019 20	1554 05	2675 07	1658 65	1356 38	1057 08	687 40	16191 75
Petersburg	164 20	183 40	341 18	272 57	238 25	209 45	221 50	248 50	239 35	251 03	185 05	153 55	2708 71
Barre	26 45	24 35	27 00	22 58	24 85	29 00	56 40	42 68	32 80	30 30	22 27	30 25	369 13
Spruce Creek	293 40	310 13	506 05	648 70	418 18	447 87	458 63	648 35	639 13	524 27	333 55	327 30	5555 56
Union Furnace	12 25	15 85	19 70	.....	.....	.....	15	10	.....	.....	.....	.....	48 05
Birmingham	50 15	27 40	70 72	66 83	48 30	59 20	71 12	65 83	62 53	72 53	68 45	54 75	717 91
Tyrone	705 65	643 50	1247 98	1418 83	1561 50	1529 30	1182 08	1361 37	1469 65	1408 62	946 28	809 15	14283 91
Tipton's	78 75	65 55	88 45	87 25	88 15	142 65	102 35	133 90	130 72	104 98	54 40	46 43	1153 58
Fostoria	32 70	30 70	40 60	49 83	49 55	37 90	58 87	35 97	40 05	34 20	25 30	23 60	459 67
Bell's Mills	93 30	63 67	78 70	91 10	68 03	83 70	99 50	145 43	204 40	73 40	67 70	104 45	1173 38
Altoona	1758 28	1758 78	2287 98	2418 78	2270 75	2374 55	2933 05	2856 79	2842 02	2366 55	1783 07	1495 42	27242 04
Eldorado	5 00	4 40	5 00	7 00	8 90	5 60	9 20	8 20	7 50	8 20	4 80	88 30	1576 49
Duncansville	91 17	125 00	165 87	223 73	83 65	108 25	153 87	165 45	140 00	127 85	103 35	5 70	79 50
Hollidaysburg	1159 40	808 82	1375 23	1360 65	1416 05	1017 07	1257 15	1582 00	1333 40	1127 57	1107 18	779 78	14324 30
Kittanning Point	3 65	5 95	2 70	3 30	1 65	3 15	6 55	3 95	5 10	4 25	7 50	1 05	48 80
Gallitzin	154 65	271 30	258 77	219 63	197 70	144 25	301 28	192 70	208 27	168 30	95 90	114 03	2326 88
Cresson's	199 10	205 68	170 60	225 95	249 10	272 95	620 37	825 50	463 15	271 48	303 87	207 95	4015 71
Lilly's	34 10	31 00	40 50	24 35	29 85	30 25	30 60	55 75	27 50	38 30	49 25	22 00	413 45
Portage	16 10	23 15	17 35	20 45	12 95	19 60	18 80	31 45	22 15	11 55	39 40	21 45	254 40
Wilmore	322 35	345 40	648 68	475 75	424 55	563 55	474 05	586 75	534 40	507			

ANNUAL REPORT, 1857.

STATEMENT No. 81—Comparative Statement, showing Monthly Passenger Receipts of Pennsylvania Railroad Company, from and to Foreign Stations.

	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.	
	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.	From.	To.
Boston.....																			177 73	35 75	146 90	171 57	88 89	167 58	413 58	374 98
New York.....	1471 12	2107 72	4703 35	4144 80	5955 92	3169 52	4505 79	4246 00	3863 28	4700 00	3741 94	3720 50	3302 16	3516 00	5125 88	4368 00	7816 84	4164 42	4408 16	2775 02	3550 42	2714 50	29 42	2705 00	51154 48	42502 08
Philadelphia.....	3915 84	5080 00	7107 40	7748 00	20603 77	11988 00	18586 90	7564 00	13739 62	8680 00	9835 48	10260 00	8888 80	7796 00	13035 86	11480 00	19042 77	12707 50	13244 57	10871 50	8753 15	8 00	3511 74	7300 37	142115 88	106584 87
Baltimore.....	1081 54	1009 56	1417 70	1525 62	3114 77	1249 26	3169 63	1634 82	2439 79	2092 42	2122 44	1410 00	1423 00	1128 00	2262 68	1280 92	1995 57	1491 78	260 56	1563 06	1445 10	1159 70	1265 10	1 47 75	25818 00	17128 00
Harrisburg.....	525 85	590 62	901 58	492 00	2803 60	479 50	4383 10	564 75	2487 95	987 88	1793 90	1162 50	1084 15	1046 87	1710 81	785 00	2573 05	1274 73	2471 09	1605 13	1925 32	899 00	95 24	1 00 40	25610 64	11256 40
Salem.....	125 64		271 28		437 64		432 92		152 00		275 75		157 25		417 80		563 58		501 42		247 75		214 50		3793 50	
Alliance.....	78 56	200 92	72 00	286 56	125 64	695 38	95 00	914 76	141 64	472 92	79 00	424 00	126 00	440 00	146 15	316 80	189 78	306 00	189 78	827 20	45 50	586 83	19 50	373 12	1299 55	6044 51
Canton.....	104 00	8 00	104 00	64 00	345 84	176 00	173 64	236 00	131 28	88 00	219 28	96 00	142 92	48 00	203 98	61 60	229 34	114 40	235 06	176 00	113 75	57 90	185 25	19 80	2188 34	1143 70
Massillon.....	133 64	205 81	204 64	291 64	248 00	566 48	131 28	643 04	248 00	685 46	256 00	506 38	101 64	182 50	343 49	495 00	402 28	790 62	189 78	517 50	195 00	449 98	156 50	356 20	2790 25	5761 61
Wooster.....	141 64	44 00	125 64	32 00	208 00	155 28	235 28	270 56	232 92	192 00	211 28	208 00	80 00	88 00	183 18	70 40	308 78	263 40	237 84	105 60	185 25	193 00	155 50	19 70	2285 31	1642 64
Orrville.....	88 00		93 64		142 56		136 00		128 00		160 00		62 25		90 00		153 00		246 50		94 55		123 50		1818 00	
Mansfield.....	160 00	93 64	179 68	99 28	450 76	182 10	219 28	180 20	189 12	218 76	329 84	72 00	165 48	72 00	278 38	180 40	316 88	308 00	328 40	228 80	234 60	193 60	178 75	19 30	3680 57	1847 48
Crestline.....	188 20	367 53	347 02	379 35	263 72	1245 21	364 84	1786 49	211 92	837 72	260 28	497 05	313 64	503 32	315 83	754 62	376 70	1415 20	294 53	990 70	218 30	657 80	191 60	593 70	3346 58	9848 00
Bucyrus.....	27 28		8 00		77 64	48 00	45 64	120 00	72 00	8 00	72 00	40 00			98 40	79 20	184 06	52 80	113 28	79 20	48 75	28 95	29 25		776 50	456 15
Forest.....	16 00	8 00	8 00	40 60	67 13	80 00	57 28	76 00	63 00	72 00	98 28	16 00	46 25	32 00	74 84	52 80	42 68	79 20	73 64	88 00	58 50	67 55	35 70	28 95	641 55	640 50
Lima.....	16 00		7 85		79 10		21 64		21 64		27 28		23 00		14 00		66 05		59 50		29 25		6 50		350 17	
Fort Wayne.....	213 12	48 00	300 70	75 70	536 21	301 75	223 64	434 40	311 84	256 23	216 48	126 53	103 64	95 42	337 11	130 95	258 09	556 27	184 50	188 15	253 35	135 63	207 70	164 77	3132 58	2513 82
Warsaw.....	8 00		16 00		56 92		24 00		7 00		37 64		24 00		63 65		14 14		76 50		29 25		8 90		359 00	
Plymouth.....	11 28				24 00		7 00		22 00		16 00		31 00		12 50		23 55						48 75		196 08	
Columbia.....			15 70				7 00		7 00		8 00		8 00				36 78		22 60		9 75		8 90		108 77	
Up. Sandusky.....			16 00		21 00		8 00		45 64		27 28		8 00		13 84		22 64		19 78		9 75				224 18	
Van Wert.....			16 00		32 00						11 28						34 00				9 75				103 03	
Delphos.....			29 49				7 00				8 00				14 00				24 55				17 80		101 14	
Eric.....							30 56		46 56		19 28		23 17		32 80		118 92		108 75		29 25		117 30		526 62	
Steubenville.....	48 00		96 32		371 00		577 20		199 64	140 06	217 00	144 00	308 84	156 00	267 16	208 00	706 82	627 00	335 07	429 75	65 70	88 20	121 65	68 60	3564 40	1852 55
Bayard.....			16 00		50 00		64 00				8 00		24 00		57 40		76 50		36 78		48 75				587 43	
Belle Air.....			6 00		14 25		32 00		6 23		27 50		14 23		40 80		49 70		29 50		38 13		27 35		291 95	
Bridgeport.....			55 70		249 53		194 00		106 50		123 75		132 25		192 70		192 25		73 90		118 30		73 75		1512 65	
Ravenna.....	16 00		15 85		39 85		93 64		32 00		7 00		68 00		72 60		63 19		17 00		27 55				452 68	
Hudson.....	8 00		8 00		32 75		32 75		8 00		24 00		32 80		10 35		10 35		49 70		17 80				197 40	
Cleveland.....	548 22	565 64	627 64	674 64	842 11	1643 82	703 95	2229 80	772 45	1941 03	1311 80	1188 95	575 38	956 65	915 41	1092 57	1319 07	1705 72	907 69	1137 10	735 20	742 68	988 60	482 31	10266 95	14360 97
Wellsville.....					24 00		8 00		8 00		8 00				14 00		117 62		24 55		29 25				217 72	
Wheeling.....							8 00		280 00		90 25	234 75	79 50	124 50	22 20	178 75	59 50	382 12	116 75	388 87		422 55		118 85		
Newark.....	24 00	8 00	8 00	16 00			8 00	70 00	22 00	80 00	73 00	86 00	39 00	23 90	146 36	50 40	130 80	185 20	107 25	160 60	101 60	114 60	163 35	57 00	823 36	888 70
Monroeville.....							8 00				8 00				25 50											

Annual Statement of Number of Passengers from each Station

STATIONS.	JANUARY.				FEBRUARY.				MARCH.				APRIL.				MAY.				JUNE.				JULY.			
	WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.		WEST.		EAST.	
	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.
Boston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	58	.....	.....	.....	137	.....	.....	.....	216	.....	.....	.....	218	.....	.....	.....	193	.....	.....	.....	240	.....	.....	.....	135	.....	.....	.....
Baltimore.....	64	.....	.....	.....	121	.....	.....	.....	215	.....	.....	.....	200	.....	.....	.....	163	.....	.....	.....	191	.....	.....	.....	280	.....	.....	.....
Philadelphia.....	255	3605	.....	.....	448	3869	.....	.....	1190	4855	.....	.....	1167	5826	.....	.....	951	5699	.....	.....	777	5980	.....	.....	588	7196	.....	.....
Hestonville.....	.....	1	.....	4	.....	1	.....	.....	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Libertyville.....	.....	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Athensville.....	.....	.....	.....	6	.....	.....	.....	.....	9	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
White Hall.....	27	.....	.....	61	.....	33	.....	.....	81	.....	.....	.....	74	.....	29	.....	123	.....	18	.....	103	.....	36	.....	154	.....	27	.....
Villa Nova.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Morgan's Corner.....	17	.....	.....	43	.....	25	.....	.....	52	.....	31	.....	51	.....	28	.....	60	.....	31	.....	53	.....	36	.....	88	.....	38	.....
Eagle.....	18	.....	.....	26	.....	22	.....	.....	36	.....	21	.....	55	.....	18	.....	45	.....	12	.....	57	.....	24	.....	75	.....	37	.....
Paoli.....	67	.....	.....	103	.....	118	.....	.....	125	.....	138	.....	159	.....	91	.....	163	.....	92	.....	130	.....	107	.....	168	.....	116	.....
Steamboat.....	72	.....	.....	80	.....	117	.....	.....	76	.....	149	.....	97	.....	114	.....	116	.....	75	.....	122	.....	119	.....	162	.....	96	.....
Oakland.....	94	.....	.....	87	.....	130	.....	.....	115	.....	144	.....	125	.....	129	.....	120	.....	121	.....	134	.....	131	.....	152	.....	98	.....
Downingtown.....	125	.....	.....	183	.....	133	.....	.....	254	.....	196	.....	368	.....	187	.....	286	.....	156	.....	244	.....	216	.....	278	.....	222	.....
Gallagherville.....	61	.....	.....	40	.....	65	.....	.....	33	.....	83	.....	61	.....	71	.....	73	.....	57	.....	55	.....	87	.....	49	.....	98	.....
Cadn.....	2	.....	.....	23	.....	3	.....	.....	23	.....	.....	.....	32	.....	5	.....	27	.....	8	.....	26	.....	3	.....	37	.....	14	.....
Midway.....	158	.....	.....	196	.....	187	.....	.....	223	.....	259	.....	392	.....	247	.....	414	.....	179	.....	398	.....	270	.....	451	.....	263	.....
Chandler's.....	5	.....	.....	19	.....	9	.....	.....	51	.....	8	.....	63	.....	3	.....	76	.....	4	.....	62	.....	7	.....	66	.....	16	.....
Parkburg.....	130	.....	.....	239	.....	182	.....	.....	274	.....	187	.....	345	.....	202	.....	370	.....	191	.....	248	.....	186	.....	364	.....	234	.....
Penningtonville.....	106	.....	.....	174	.....	147	.....	.....	243	.....	191	.....	168	.....	289	.....	131	.....	223	.....	145	.....	230	.....	163	.....	.....	.....
Christiana.....	92	.....	.....	99	.....	144	.....	.....	106	.....	164	.....	154	.....	226	.....	200	.....	137	.....	135	.....	183	.....	171	.....	138	.....
Gap.....	115	.....	.....	103	.....	106	.....	.....	138	.....	190	.....	158	.....	187	.....	179	.....	140	.....	172	.....	177	.....	191	.....	178	.....
Kinzer's.....	61	.....	.....	25	.....	103	.....	.....	38	.....	114	.....	43	.....	126	.....	51	.....	94	.....	44	.....	125	.....	45	.....	124	.....
Lemon Place.....	269	.....	.....	113	.....	362	.....	.....	118	.....	383	.....	173	.....	411	.....	156	.....	305	.....	342	.....	156	.....	351	.....	.....	.....
Gordonville.....	48	.....	.....	16	.....	68	.....	.....	21	.....	86	.....	17	.....	122	.....	24	.....	98	.....	25	.....	82	.....	27	.....	104	.....
Bird-in-Hand.....	128	.....	.....	54	.....	163	.....	.....	74	.....	161	.....	99	.....	179	.....	100	.....	160	.....	77	.....	217	.....	105	.....	171	.....
Lancaster.....	41	1984	.....	1401	60	2304	.....	.....	1780	161	2824	.....	2076	282	3006	.....	2484	138	1379	.....	1830	124	1835	.....	3604	96	2376	.....
Rohrerstown.....	14	.....	.....	29	.....	3	.....	.....	38	.....	3	.....	28	.....	11	.....	114	.....	6	.....	30	.....	23	.....	84	.....	30	.....
Mountville.....	51	.....	.....	135	.....	68	.....	.....	160	.....	79	.....	138	.....	78	.....	185	.....	76	.....	142	.....	85	.....	211	.....	66	.....
Columbia.....	690	.....	.....	1621	4	840	.....	.....	2075	3	980	.....	2283	10	1493	.....	2439	4	2730	.....	2206	.....	968	.....	2533	.....	924	.....
Chiques.....	9	.....	.....	27	.....	17	.....	.....	43	.....	14	.....	53	.....	14	.....	33	.....	19	.....	60	.....	10	.....	38	.....	29	.....
Marietta.....	128	.....	.....	315	.....	95	.....	.....	320	.....	264	.....	354	5	1619	.....	655	1	2822	.....	938	.....	427	.....	456	.....	156	.....
Shock's Mills.....	6	.....	.....	17	.....	17	.....	.....	42	.....	26	.....	46	.....	43	.....	61	.....	223	.....	105	.....	39	.....	38	.....	16	.....
Bainbridge.....	24	.....	.....	78	.....	29	.....	.....	82	.....	65	.....	86	.....	133	.....	88	.....	74	.....	53	.....	45	.....	101	.....	40	.....
Collins.....	12	.....	.....	18	.....	10	.....	.....	21	.....	17	.....	53	.....	21	.....	38	.....	22	.....	29	.....	12	.....	26	.....	7	.....
Falmouth.....	5	.....	.....	7	.....	3	.....	.....	2	.....	14	.....	8	.....	26	.....	17	.....	48	.....	4	.....	22	.....	19	.....	8	.....
Buck Lock.....	3	.....	.....	9	.....	.....	.....	.....	10	.....	1	.....	5	.....	13	.....	9	.....	19	.....	8	.....	4	.....	7	.....	6	.....
Landisville.....	10	.....	.....	6	.....	15	.....																				

LEWIS L. HOUPPT, *General Ticket Agent.*



ANNUAL REPORT, 1857.

STATEMENT No. 10½.

Statement of Individual Passengers carried from and to Foreign Stations during 1857.

STATIONS.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.		
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	
Boston																			22	5	19	21	12	21	53	47	
New York	123	268	443	528	406	391	339	398	278	404	229	525	283	498	483	611	740	565	392	354	237	305	203	304	4156	5151	
Philadelphia	490	635	892	969	2476	1344	2240	1028	1732	1085	1213	1227	969	975	1498	1341	2184	1577	1519	1279	895	842	656	738	16764	13040	
Baltimore	123	179	116	271	320	216	358	156	256	222	191	234	163	200	215	225	185	275	202	267	118	177	90	254	2327	2676	
Harrisburg	85	95	145	78	453	66	693	93	381	157	281	212	165	161	280	150	416	239	399	255	272	132	130	201	3700	1839	
Salem	14		36		58		59		24		32		27		52		75		60		25		23		485		
Alliance	12	26	10	35	15	89	14	117	18	60	9	53	24	55	19	36	25	58	23	94	4	60	2	27	175	710	
Canton	12	1	14	8	47	22	31	30	24	11	23	12	21	6	29	7	29	13	29	20	13	6	20	2	292	138	
Massillon	17	28	18	39	32	51	20	90	39	91	28	67	16	25	40	68	50	102	23	70	20	53	15	38	318	722	
Wooster	19	6	13	4	28	20	30	35	36	25	23	26	12	11	22	8	39	31	30	12	20	20	19	2	291	200	
Orrville	13		13		19		17		18		18		13		7		21		29		10		13		191		
Mansfield	20	12	25	13	62	24	29	24	26	30	44	9	38	9	35	20	54	35	42	26	26	20	19	2	420	224	
Crestline	25	52	42	54	30	187	50	267	32	121	36	79	50	72	45	108	50	204	37	124	24	80	21	60	442	1408	
Bucyrus	4		1		10	6	6	15	9	1	9	5			11	9	24	6	13	9	5	3	3		95	54	
Forest	2	1	2	5	8	10	8	10	15	9	12	2	6	4	12	6	10	9	9	10	6	7	4	3	94	76	
Lima	2		3		9		2				3		4		2		12		7		3		1		48		
Fort Wayne	36	6	36	10	67	38	37	54	38	30	30	19	21	12	46	16	29	66	24	22	31	14	26	16	421	303	
Warsaw	1		2		9		2				4		2		8		2		9		3		1		43		
Plymouth	2				3		1		3		3		3		1		3		3				5		24		
Columbia			2				1						1				4		3		1				13		
Upper Sandusky			5		3		1		8		3		1		2		3		3		4				33		
Van Wert			2		4						2						4				1				13		
Delphos			4				1				1				2				3				2		13		
Eric					4		4		2		4		4		10		19		17		3		14		77		
Wellsville							3				1				2		15		3		3				27		
Steubenville	6		13		52		76		29	18	30	18	44	20	42	26	76	76	46	51	10	9	13	7	437	225	
Bayard			2		7		8				3		4		7		8		2		5				46		
Belle Air			1		2		4		1		5		2		6		4		4		4		3		36		
Bridgeport			7		31		29		14		16		17		27		37		13		13		8		212		
Ravenna	2		2		3		14		4		2		7		6		9		2		2				53		
Hudson	1		1				2		1				2		4		5		6		2				24		
Cleveland	83	77	93	95	114	233	98	232	108	261	156	161	81	136	100	145	148	232	121	153	87	92	115	58	1304	1875	
Wheeling							1		35		17	30	18	16	23	24	33	47	3	47		44		13	94	257	
Newark	3	1	1	2	3	3	3	9	3	10	8	11	5	3	24	6	18	22	11	18	12	5	18	7	106	97	
Monroeville							1										3				1				5		
Sandusky			1	4	1	3	1	2	3	2	2	7	2	2			8	1	6	2	5	1	5	4	6	17	51
Zanesville			2		10		16		7		6		8		14	10	17	10	31	30	20	35	4	21	4	103	154
Bellefontaine		5		14		25		20		24		11		12		8		15		18		52		62	39	687	651
Urbana	2		1				2		3		2										4		5			10	161
Springfield	13	1	10	7	19	24	16	15	24	7	22	6	12	8	12	5	22	19	26	5	17	6	10	4	203	107	
Dayton	29	42	46	56	88	42	104	77	73	64	43	47	30	57	43	87	77	54	65	33	34	44	21	635	676		
Cincinnati	215	149	462	484	446	938	280	339	315	391	417	308	411	274	429	649	399	733	299	405	242	245	237	189	4152	5104	
Lancaster																		4	3	5			4	2	15	11	
Circleville																		7	3	4			1		8	11	
Lexington		2		4		15		3		25		1		6		15		29		14		10		2		126	
Xenia					3		13		11		3		4		4		3		7		2		1			51	
Cambridge	1		2		13		1																		17		
Richmond	3	3	1	4	17	22	11	11	1	18		7		3		8		21		9		6		4	33	116	
Indianapolis	65	39	98	61	106	146	55	179	100	113	97	65	66	43	89	61	119	115	93	57	59	41	58	21	1005	941	
Louisville	59	18	128	39	146	124	60	44	60	23	95	39	100	30	169	67	71	96	47	53	36	40	35	24	1006	597	
La Fayette	5	5	16	5	16	37	3	9	3	4	3	10	10	2	10	12	16	30	4	12	8	4	8	3	102	133	
Terre Haute	8	12	11	30	12	30	9	28	4	16	2	9		12	11	45	8	33	8	16	4	9	6	5	83	245	
Evansville	7	1	14		8	10	3	5	4	2	1	3	4	1	30	4	10	15	6	7	3	3	3	1	93	52	
Vincennes					4				3		3		1				11	2	6	3	1		2		6	32	
Logansport		1		2		2		13		8		1						4		3		1		1		41	
Danville					3		3																				

ANNUAL REPORT, 1857.

STATEMENT No. 104.

Statement of Individual Passengers carried from and to Foreign Stations during 1857.

STATIONS.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTALS.		
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	
Boston																			22	5	19	21	12	21	53	47	
New York	123	268	443	528	406	391	339	398	278	404	229	525	283	498	483	611	740	565	392	354	237	305	203	304	4156	5151	
Philadelphia	490	635	892	969	2476	1344	2240	1028	1732	1085	1213	1227	969	975	1498	1341	2184	1577	1519	1279	895	842	656	738	16764	13040	
Baltimore	123	179	116	271	320	216	358	156	256	222	191	234	153	200	215	225	185	275	202	267	118	177	90	254	2327	2676	
Harrisburg	85	95	145	78	453	66	633	93	381	157	281	212	165	161	280	150	416	239	399	255	272	132	130	201	3700	1839	
Salem	14		36		58		59		24		32		27		52		75		60		25		23		485		
Alliance	12	26	10	35	15	89	14	117	18	60	9	53	24	55	19	36	25	58	23	94	4	60	2	27	175	710	
Canton	12	1	14	8	47	22	31	30	24	11	23	12	21	6	29	7	29	13	23	20	13	6	20	2	292	138	
Massillon	17	28	18	39	32	51	20	90	39	91	28	67	16	25	40	68	50	102	23	70	20	53	15	38	318	722	
Wooster	19	6	13	4	28	20	30	35	30	25	23	26	12	11	22	8	39	31	30	12	20	20	19	2	231	200	
Orrville	13		13		19		17		18		18		13		7		21		29		10		13		191		
Mansfield	20	12	25	13	62	24	29	24	26	30	44	9	38	9	35	20	54	35	42	26	26	20	19	2	420	224	
Crestline	25	52	42	54	30	187	50	267	32	121	36	79	50	72	45	108	50	204	37	124	24	80	21	60	442	1408	
Bucyrus	4		1		10	6	6	15	9	1	9	5			11	9	24	6	13	9	5	3	3		95	54	
Forest	2	1	2	5	8	10	8	10	15	9	12	2	6	4	12	6	10	9	9	10	6	7	4	3	94	76	
Lima	2		3		9		2				3				2		12		7		3		1		48		
Fort Wayne	36	6	36	10	67	38	37	54	38	30	30	19	21	12	46	16	29	66	24	22	31	14	26	16	421	308	
Warsaw	1		2		9		2				4		2		8		2		9		3		1		43		
Plymouth	2				3		1		3		3		3		1		3						5		24		
Columbia			2				1								1		4		3		1		1		13		
Upper Sandusky			5		3		1		8		3		1		2		3		3		4				33		
Van Wert			2		4						2						4				1				13		
Delphos			4				1				1				2				3				2		13		
Erie					4		2				4		4		10		19		17		3		14		77		
Wellsville					2		3				1				2		15		3		3				27		
Steubenville	6		13		52		76		29	18	30	18	44	20	42	26	76	76	46	51	10	9	13	7	437	225	
Bayard			2		7		8				3		4		7		8		2		5				46		
Belle Air			1		2		4		1		5		2		6		4		4		4		3		36		
Bridgeport			7		31		29		14		16		17		27		37		13		13		8		212		
Ravenna	2		2		3		14		4		2		7		6		9		2		2				53		
Hudson	1		1		2		2		1		1		2		4		5		6		2				24		
Cleveland	83	77	93	95	114	233	98	232	108	261	156	161	81	136	100	145	148	232	121	153	87	92	115	58	1304	1875	
Wheeling							1		35		17	30	18	16	23	24	33	47	3	47		44		13	94	257	
Newark	3	1	1	2	3	3	9	3	10	8	11	5	3		24	6	18	22	11	18	12	5	18	7	106	97	
Monroeville									1								3				1				5		
Sandusky		1	4	4	1	3	1	2	3	2	2	7	2	2	8		8		1	6	2	5	1	5	6	17	51
Zanesville		2			10		16	7	7	6	8	14	10	17	10	31	30	20	35	4	21	4	5	103	154		
Bellevue	31	27	39	27	39	27	45	24	57	65	57	25	34	43	54	40	85	94	76	65	52	55	62	39	687	651	
Bellevue		5		14		25		20		24		11		12		8		15		18		4		5		161	
Urbana	2		1				2		3		2														10		
Springfield	13	1	10	7	19	24	16	15	24	7	22	6	12	8	12	5	22	19	26	5	17	6	10	4	203	107	
Dayton	29	42	46	56	55	88	42	104	77	73	64	43	47	30	57	43	87	77	54	65	33	34	44	21	635	676	
Cincinnati	215	149	462	484	446	938	280	339	315	391	417	308	411	274	429	649	399	733	299	405	242	245	237	189	4152	5104	
Lancaster																			4	5	8		4	2	15	11	
Circleville																			7	3	4				8	11	
Lexington		2		4	15		3		25		1		6		15		29		14		10		2		126		
Xenia					3		13		11		3		3		4		3		7		2		1			51	
Cambridge	1		2		13		1												9						17		
Richmond	3	3	1	4	17	22	11	11	1	18		7													4	33	116
Indianapolis	65	39	98	61	106	146	55	179	100	113	97	65	66	43	89	61	119	115	93	57	59	41	58	21	1005	941	
Louisville	59	18	128	39	146	124	60	44	60	23	95	39	100	30	169	67	71	96	47	53	36	40	35	24	1006	597	
La Fayette	5	5	16	5	16	37	3	9	3	4	3	10	10	2	10	12	16	30	4	12	8	4	8	3	102	133	
Terre Haute	8	12	11	30	12	30	9	28	4	16	2	9		12	11	45	8	33	8	16	4	9	6	5	83	245	
Evansville	7	1	14		8	10	3	5	4	2	1	3	4	1	30	4	10	15	6	7	3	3	1		93	52	
Vincennes			4		2				3		1		1				11		2	6	3	1			2	32	
Logansport		1			4		13		8		1																

No. 11.
EMIGRANT STATEMENT.
1856. 1857.

PHILADELPHIA. MONTH.	WAY.			PITTSBURG.			WEST OF PITTSBURG.			WAY.			PITTSBURG.			WEST OF PITTSBURG.			TOTALS.		
	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Baggage.	Seats.	Seats.	Baggage.	Seats.
January.....	16	1,180	74	1,690	79	2,675	169	5,545	January.....	16	150	67 1/2	885	821 1/2	7,624	166	8,659	821 1/2	166	8,659	821 1/2
February.....	18	1,175	63 1/2	5,327	161	3,665	242 1/2	9,167	February.....	12 1/2	.....	113	5,293	235 1/2	5,485	361	10,778	235 1/2	361	10,778	235 1/2
March.....	16	805	27 1/2	12,946	807	36,370	1,100	50,121	March.....	25	.....	258 1/2	19,906	868 1/2	34,102	1,152	54,068	868 1/2	1,152	54,068	868 1/2
April.....	22	810	38 1/2	22,159	1,395 1/2	70,636	1,813 1/2	37,305	April.....	37	280	277 1/2	9,335	1,029 1/2	42,229	1,344	61,874	1,029 1/2	1,344	61,874	1,029 1/2
May.....	33	510	318	6,699	649	27,552	1,000	37,761	May.....	40 1/2	400	222	10,657	477	20,974	739 1/2	32,091	477	739 1/2	32,091	477
June.....	52	330	229 1/2	17,829	505	21,016	787 1/2	39,175	June.....	27	.....	316 1/2	9,448	397	15,001	740 1/2	24,449	397	740 1/2	24,449	397
July.....	38 1/2	620	317 1/2	9,481	621 1/2	23,002	977 1/2	33,103	July.....	82 1/2	420	276 1/2	5,054	432 1/2	11,326	937 1/2	16,800	432 1/2	937 1/2	16,800	432 1/2
August.....	41 1/2	1,206	296	11,470	547 1/2	20,078	888	32,754	August.....	57	335	281 1/2	9,576	482 1/2	11,998	777 1/2	27,909	482 1/2	777 1/2	27,909	482 1/2
September.....	41	345	307	14,948	626	23,408	1,034	38,710	September.....	72 1/2	4,257	348 1/2	12,093	467	16,014	888	32,364	467	888	32,364	467
October.....	34	1,150	313	7,039	491 1/2	20,973	838 1/2	29,162	October.....	35	.....	406 1/2	9,780	567	17,487	1,008 1/2	27,264	567	1,008 1/2	27,264	567
November.....	12	745	181 1/2	4,020	362 1/2	13,241	555	18,206	November.....	54	275	268	5,829	450 1/2	16,226	772 1/2	21,330	450 1/2	772 1/2	21,330	450 1/2
December.....	15	395	182 1/2	4,151	210 1/2	9,705	403	14,470	December.....	29	580	150	5,302	283 1/2	7,159	462 1/2	13,041	283 1/2	462 1/2	13,041	283 1/2
NEW YORK.	352	8,171	3004	120,759	6,457 1/2	272,321	9,808 1/2	391,270	NEW YORK.	488	6,757	2986	103,158	5,628	210,715	9,102	320,617	5,628	9,102	320,617	5,628
January.....	71 1/2	.....	74 1/2	610	214 1/2	3,550	296 1/2	4,160	January.....	27 1/2	320	118	1,610	215	3,795	360 1/2	5,725	215	360 1/2	5,725	215
February.....	5	.....	62	325	329	6,090	396	6,415	February.....	7	30	122 1/2	2,455	314 1/2	7,135	444	9,620	314 1/2	444	9,620	314 1/2
March.....	37 1/2	568	89	1,060	655 1/2	12,760	782	14,388	March.....	10	.....	30 1/2	1,830	367 1/2	7,905	468	9,735	367 1/2	468	9,735	367 1/2
April.....	54	1,650	175 1/2	2,330	1,158 1/2	30,260	1,388	34,240	April.....	45	1,220	267 1/2	6,500	1,287	34,335	1,699 1/2	42,065	1,287	1,699 1/2	42,065	1,287
May.....	42	390	297	3,570	1,198 1/2	31,765	1,538	35,725	May.....	113	2,320	307	9,060	1,295	52,065	1,775	63,445	1,295	1,775	63,445	1,295
June.....	36 1/2	1,430	191	2,295	875	32,705	1,102 1/2	36,460	June.....	86	3,130	274	5,110	996	31,790	1,356	40,030	996	1,356	40,030	996
July.....	46 1/2	1,330	317	7,495	901	31,840	1,264 1/2	40,655	July.....	87 1/2	2,630	358	6,860	1,145	44,369	1,590 1/2	53,859	1,145	1,590 1/2	53,859	1,145
August.....	38 1/2	1,130	268 1/2	5,340	753	27,885	1,060	34,555	August.....	38 1/2	880	222 1/2	4,630	537	21,910	798	27,420	537	798	27,420	537
September.....	41 1/2	2,970	208 1/2	8,800	656 1/2	19,585	969 1/2	29,355	September.....	70	930	336 1/2	9,200	569	13,560	993 1/2	23,690	569	993 1/2	23,690	569
October.....	39 1/2	1,570	247 1/2	3,080	914	29,110	1,221	33,760	October.....	41	1,110	316	7,660	710	19,025	1,067	27,795	710	1,067	27,795	710
November.....	65 1/2	1,325	300 1/2	5,680	805 1/2	23,690	1,171 1/2	30,095	November.....	47	1,780	304 1/2	6,590	765 1/2	20,670	1,117	29,040	765 1/2	1,117	29,040	765 1/2
December.....	13	80	169	1,270	344	5,590	526	6,940	December.....	68 1/2	1,230	191	2,320	687	15,740	946 1/2	19,290	687	946 1/2	19,290	687
Grand Total.....	450 1/2	12,443	2460	39,855	8,805	254,830	11,713 1/2	307,158	Grand Total.....	641	13,580	2988	63,825	8,881 1/2	272,299	12,517 1/2	351,704	8,881 1/2	12,517 1/2	351,704	8,881 1/2
	802 1/2	20,614	5464	160,614	15,262 1/2	527,151	21,524	698,428		1129	22,337	5974	166,983	14,516 1/2	483,014	21,019 1/2	672,321	14,516 1/2	21,019 1/2	672,321	14,516 1/2

FRANCIS FUNK, *Emigrant Agent.*

ANNUAL REPORT, 1857.

STATEMENT No. 12.

Freight Earnings of Pennsylvania Railroad for the year 1857.

	TOTAL.
From Pittsburg to Philadelphia	\$825,008 77
Way Stations to Philadelphia.....	644,606 89
Philadelphia to Pittsburg.....	948,229 66
Way Stations to Pittsburg.....	233,237 97
Pittsburg to Baltimore.....	72,827 58
Baltimore to Pittsburg.....	109,101 15
Local—Eastward.....	184,733 11
Westward.....	178,251 63
	\$3,196,046 76
Freight collected on Canal due Railroad from August 1st.	10,572 05
Receipts from Tolls, etc.....	159,969 63
Receipts from Harrisburg & Lancaster Railroad, for Motive Power.....	9,927 82
Total Freight Receipts	\$3,376,516 26

INFORMATION FROM RECORD BOOKS AT GEN'L FREIGHT OFFICE.

Tons of Through Freight, East.....	94,905	Mileage of Taxed Tons in Ind'l Cars..	205,616
Tons of Through Freight, West.....	77,168	State Tax on Regular Freight, Penn.	
Tons of Local Freight, East.....	238,127	sylvania R. R. Cars.....	\$192,022 80
Tons of Local Freight, West.....	120,220	State Tax on Freight in Ind'l Cars....	616 84
Total Tons moved in Pa. R. R. Cars..	530,420	Tons in Ind'l Cars, Penna. R. R., East..	48,968
Number of Cars to Philadelphia.....	70,170	Tons in Ind'l Cars, Penna. R. R., West..	247,329
Number of Cars from Philadelphia....	68,881	Tons in Ind'l Cars, Phila. Div., East...	67,376
Average Load, East, (pounds).....	7,275	Tons in Ind'l Cars, Phila. Div., West..	21,227
Average Load, West, (pounds).....	2,840	Tons in Ind'l Cars, H. & L. R. R., East..	30,533
Total Tons Baltimore Freight, East..	15,270	Tons in Ind'l Cars, H. & L. R. R., West..	17,842
Tons Baltimore Freight, West.....	11,473	Total Tons moved in Individual Cars..	472,855
Mileage of Through Freight, East....	23,536,329	Mileage in Ind'l Cars, P'a R. R., East..	832,613
Mileage of Through Freight, West....	19,137,648	Mileage in Ind'l Cars, P'a R. R., West..	2,388,596
Mileage of Local Freight, East.....	34,925,401	Mileage in Ind'l Cars, Phila. Div., East..	2,494,284
Mileage of Local Freight, West.....	14,776,378	Mileage in Ind'l Cars, Phila. Div., West..	976,242
Total Mileage on Penna. Railroad....	92,375,756	Mileage in Ind'l Cars, H. & L. Railroad	
Mileage on Har. and Lan. Railroad....	10,361,583	East.....	1,099,199
Mileage on Col'a R. R., P. R. R. Cars..	23,832,930	Mileage in Individual Cars, Har. and	
Tons Ind. Cars Port. R. R., East*....	28,861	Lan. Railroad, West.....	642,345
Tons Ind. Cars Port. R. R., West*....	10,719	Mileage in Ind'l Cars, Port. R.R., East..	473,268
Tons subject to State Tax.....	315,230	Mileage in Ind'l Cars, Port. R. R., West..	460,576
Mileage of Taxed Tonnage in Penna.			
R. R. Cars.....	64,007,607		

MILEAGE ESTIMATED IN TONS CARRIED ONE MILE.

*In Total Tons Moved in Individual Cars.

AL REP

STATEMENT

ach Station to

Fostoria.	Bell's Mills.	Altoona.	Stewart's.	Brinton's.	Pittsburg and Connellsville Railroad.	Wilkinsburgh.	East Liberty.	Pittsburg.	TOTAL.
38784	104489	3790011	14152	68292	766167	16106	94816	154335131	184915637
.....	6940	81122	.....	38560	16747	.....	.....	21206977	23325365
750	.....	3595	.....	.....	4950	.....	.....	437379	1232194
.....	.....	146242	.....	.....	.....	.....	.....	20816827	23020249
6150	63232	542152	.....	3820	.....	.....	.....	25105028	27904838
.....	.....	.....	.....	.....	.....	.....	.....	.....	63005
.....	.....	401193	.....	.....	.....	.....	.....	9757	6070155
.....	.....	233675	.....	.....	.....	.....	.....	.....	233675
.....	.....	12844	.....	.....	.....	.....	.....	43226	2489129
.....	538	30670	.....	.....	.....	.....	.....	44741	1315836
.....	.....	2420	.....	.....	.....	.....	.....	5808	4468231
84	525	1000	.....	.....	.....	.....	.....	47994	1540578
7294	47554	314744	.....	.....	.....	485	.....	361420	8588042
.....	1000	14946	.....	.....	.....	.....	.....	306428	907342
381	.....	9605	.....	.....	.....	.....	.....	18684	373626
.....	.....	2913	.....	.....	.....	.....	.....	585113	4071859
.....	.....	410000	.....	.....	.....	.....	.....	.....	3712267
.....	891	32362	.....	1147	.....	.....	.....	211818	1147506

ANNUAL RE
STATEMEN
General Statement of Freight sent from each Station to

FROM	To	Philadelphia.	Baltimore.	Lancaster.	Columbia.	Harrisburg.	Cove.	Duncannon.	Baileysburg.	Newport.	Millerstown.	Perryville.	Midlin.	Lewistown.	McVeytown.	New'n Hamilton.	Mount Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburgh.	Spruce Creek.	Union Furnace.	Tyrone.	Tipton's.	Fostoria.	Bell's Mills.	Altoona.
Philadelphia.....	591959	528877	2106910	10333	495527	.....	1247262	588092	1041629	832315	2780291	153644	97377	666427	52138	181798	1965128	312670	752452	1042	2422910	330881	38784	104489	37906	
Baltimore.....	164415	.....	85366	13261	209092	44481	248825	10353	9738	13949	11769	3607	107211	15060	65665	.....	310475	2124	.....	6940	813	
Lancaster.....	295409	.....	52783	152677	.....	105092	.....	11553	29028	4412	27080	26026	459	35	1521	.....	3372	6715	5576	986	.....	3093	1339	750	.....	3	
Columbia.....	139904	.....	192336	.....	98776	87	162824	.....	7649	7866	1232	19862	9393	.....	584	850	.....	.....	117091	114131	.....	62700	26185	.....	.....	146	
Harrisburgh.....	29285	.....	13900	53894	.....	32738	381507	1150	223051	72452	39946	48339	226056	13319	6008	41466	1642	2550	187412	11030	98111	.....	440407	21799	6150	63232	542
Cove.....	10500	.....	.....	51400	.....	80	.....	.....	1025	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duncannon.....	1303347	1854475	702641	152176	1243553	14939	.....	41912	28347	55682	72948	61600	16295	10045	19528	3093	11127	39681	3381	11087	.....	10280	.....	.....	.....	401	
Baileysburgh.....	233
Newport.....	1784780	243568	45017	8247	257741	56808	8431	636	.....	11082	1361	3515	8939	118	64	113	.....	10	216	.....	.....	.....	2283	.....	.....	12	
Millerstown.....	934137	21969	215738	6878	40184	.....	3541	.....	1113	.....	497	1754	3100	885	.....	6725	.....	.....	.....	.....	.....	.....	144	.....	528	30	
Perryville.....	3627916	173247	440255	12144	143102	.....	6447	.....	410	4496	.....	31392	4159	.....	665	6873	.....	.....	4180	1000	1550	.....	.....	.....	.....	2	
Midlin.....	1227450	42418	19355	9206	129480	.....	4351	.....	3150	1738	7673	.....	18597	2307	640	3609	.....	635	5155	870	.....	.....	4855	84	525	1	
Lewistown.....	5602605	1198529	117417	19862	484203	.....	69302	451	9669	13258	9627	77870	.....	30677	17428	25988	1528	10169	62189	13898	20918	.....	36950	10745	7294	47584	314
McVeytown.....	468234	3355	100	400	42712	.....	10200	.....	.....	.....	555	8702	18186	.....	375	6800	2030	.....	5411	265	100	.....	6400	1200	.....	1000	14
New'n Hamilton.....	261433	5640	.....	.....	1010	.....	1800	.....	670	500	1050	39846	3185	.....	5945	5585	850	.....	7170	25	4191	.....	2900	.....	381	9	
Mount Union.....	2559774	425111	365	.....	75549	.....	540	.....	120	3104	1540	7642	34983	785	1965	.....	17777	3050	38529	214977	52670	.....	4355	315	.....	2	
Mapleton.....	2411554	373883	32000	.....	192000	.....	.....	.....	.....	.....	.....	160000	20	.....	8820	2310	.....	.....	91605	.....	.....	.....	.....	.....	.....	416	
Mill Creek.....	748185	1285	78476	.....	20395	.....	1446	.....	964	90	.....	140	3639	2525	385	5812	1468	.....	18333	1928	9130	.....	3778	466	891	32	
Huntingdon.....	67012482	618402	1839934	6020586	19080732	838	8167956	.....	1072	2724	3913	7362412	77662	16187	1887	34631	26742	158975	.....	61896	206583	13669	204114	4407	8134	3185	298
Petersburgh.....	1370363	157699	115364	870	128014	.....	5100	.....	20	500	200	15523	960	200	9180	.....	14056	90028	.....	64331	.....	201748	10625	1160	2664	123	
Spruce Creek.....	537292	133629	24216	.....	26706	.....	.....	.....	.....	.....	250	278	17646	952	500	4823	.....	3600	34691	13343	.....	.....	837849	192712	11280	33347	160
Union Furnace.....	80395	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	.....	400	.....	.....	.....	47480	16080	7375	.....	5
Tyrone.....	313884	23897	121078	16685	335006	.....	.....	45	3270	34201	129800	33757	36105	158655	30188	31208	27490	607694	169883	352123	.....	.....	23032	3950	12387	83	
Tipton's.....	2013931	600	.....	761650	.....	.....	.....	.....	.....	8000	64260	494465	75549	28000	16642	50	4395	666297	10700	22000	.....	25475	.....	1000	1650	357	
Fostoria.....	32075	.....	16000	.....	176000	.....	.....	.....	.....	.....	.....	80000	32000	1500	16000	1000	.....	.....	124765	32	15057	10000	3245	4300	.....	150	82
Bell's Mills.....	341292	.....	100	.....	241936	.....	.....	.....	.....	3000	.....	88200	94970	63400	272400	.....	.....	4500	176758	79346	51182	.....	6350	5481	1876	763	
Altoona.....	405317	295223	4710	.....	51625	.....	38783	.....	1325	55048	665	1240	32066	160025	18995	170	.....	.....	113102	20320	36377	3410	126679	25185	6173	9903	.....
Duncansville.....	2465044	.....	177237	.....	73779	.....	.....	.....	.....	.....	.....	1166	.....	.....	2810	19553	.....	.....	79027	11187	48327	.....	22018	24610	626	5207	283
Holidaysburg.....	1092181	54158	1275	590	103643	.....	.....	57684	.....	300	.....	1205	26427	22896	7952	11293	4450	1789	102780	143906	121917	2390	89643	31454	10726	87462	908
Gallitzin.....	48217414	522	.....	234000	385376	.....	.....	.....	.....	198000	36000	.....	36000	2000	3000	.....	.....	.....	112637	4600	1860	.....	130500	.....	.....	.....	290
Cresson.....	1383272	194083	34907	.....	755	.....	.....	.....	32000	.....	.....	500	18494	.....	.....	800	.....	.....	84970	100	3495	.....	6658	.....	600	.....	114
Wilmore.....	7454217	4140557	39224	99140	189883	.....	378	.....	.....	291634	40478	50700	21534	620	.....	.....	.....	.....	6303	3594	8004	.....	1455	.....	2087	60	
Johnstown.....	2661813	1639486	2470	.....	48794	.....	.....	1120	.....	.....	.....	220	910	930	.....	494	.....	.....	441179	.....	31964	.....	0003	91788	.....	3390	106
Ninevah.....	500769	.....	550	.....	300	.....	.....	.....	.....	6943	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	350	.....	350	.....	.....	.....	.....
Florence.....	479841	1117	.....	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1137	.....	232	735	.....	.....	.....	180	113821	.....	.....	.....
Lockport.....	100982	.....	.....	.....	1116	.....	.....	.....	.....	.....	.....	.....	280	.....	.....	.....	.....	.....	.....	.....	.....	.....	1115	19690	.....	.....	.....
Bolivar.....	217011	.....	.....	.....	.....	.....	.....	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	84	.....	37636	416	1190	880	.....	40	.....
Blairsville.....	1238653	180	119884	.....	54952	.....	.....	175	.....	45	29761	7621	.....	.....	.....	.....	.....	.....	1270	.....	4863	.....	67405	24000	.....	.....	1
Homer's Mills.....	870152	.....	460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	748	.....	.....	.....	2
Phillips Mills.....	355376	.....	.....	.....	280	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana.....	5015764	33290	506449	15000	632030	.....	.....	.....	.....	.....	.....	.....	89426	.....	.....	.....	.....	.....	110	260	.....	.....	1100	.....	.....	142	3
Derry.....	302461	.....	.....	.....	890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3000	.....	.....	.....
St. Clair.....	23146	4020	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1326	.....	.....	.....	3
Latrobe.....	1769810	75400	51558	.....	444523	.....	.....	.....	.....	2160	.....	.....	.....	.....	.....	.....	.....	450	500	.....	.....	.....	143908	36043	.....	79	
Greensburg.....	3143852	386343	7684	348	159227	.....	.....	11039	24563	.....	432	3000	.....	.....	.....	.....	.....	.....	250	.....	145	.....	7236	.....	.....	.....	5
Manor.....	3120392	87890	11000	.....	115928	.....	.....	.....	.....	.....	.....	.....	42000	.....	.....	.....	.....	.....	.....	.....	.....	.....	8180	648	.....	31	
Irwin's.....	83311885	8086	.....	206100	2596000	.....	.....	.....	1080	.....	10800	648000	.....	216	.....	.....	.....	.....	204648	.....	.....	.....	100	.....	.....	40	
Larimer's.....	55931637	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	8400	.....	54000	.....	570050	6600	.....	18	
Stewart's.....
Brinton's.....	2438969	38828	.....	1028	36849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	346
Pitt. & Con. R. R.....	2470988	593666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilkinsburgh.....	7119	460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Liberty.....	147218	.....	5800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh.....	189809125	17696326	1699473	294294	5237771	.....	131818	.....	85673	65232	198409	229648	665606	28919	6685	109630	8981	30000	434881	145595							

	Harrisburg.	Hollidaysburg.	Gallitzin.	Cresson.	Wilmore.	Johnstown.	Ninevah.	Florence.	Lockport.	Bolivar.	Blairsville.	Homer's Mills.	Phillips' Mills.	Indiana.	Derry.	St. Clair.	Lafayette.	Greensburg.	Manor.	Irwin's.	Larimer's.	Stewart's.	Brinton's.	Pittsburg and Connelville Railroad.	Wilkesburg.	East Liberty.	Pittsburg.	TOTAL.
3045	568477	102215	280874	511004	2498977	133547	130364	48748	46951	507089	115791	51141	1713579	99804	5890	608879	721095	108879	149742	14757	14152	68292	766167	16106	94816	154335131	184915637	
309	167404	9568	12621	65426	236350	35254	602	26206	505	8055	3057	3303	56203	149175	1740	38560	16747	21206977	2325365									
7862	1260	1230	2425	155	14340	7000	2800	26226	25	4950	437579	1232194																
5520	288665	7881	43806	466580	90	6066	6903	199	20816827	23020249																		
1080	32419	16464	6000	14804	25598	1200	500	4582	2348	100	14415	2950	32684	250	3820	25105028	27904838											
2438	106	524	62005																									
150	43226	2489129																										
770	73	2079	44741	1315836																								
2000	165	295	5808	4468231																								
4945	760	1695	410	295	480	880	47904	1549578																				
6992	1505	600	5735	2240	2755	180	490	1675	575	100	485	361420	8588042															
9493	450	306428	907342																									
3057	100	18684	373626																									
1926	120	16000	585113	4071859																								
18000	75	3712267																										
624	475	986	458	1147	211818	1147506																						
74356	37903	18907	18148	1186024	200	300	210	537	3036	320	320	1000	815983	116095070														
7214	600	7160	16127	7234	160	350	540	541305	3018932																			
28379	8000	12601	20707	118950	830	516	277	69	279000	7775476	10289044																	
13705	5	5982	12823	337734	295	200	1670	420	2794	675	260	60	2080	300	4351050	10138805												
119535	650	1145	271000	48500	311	50	173	32000	52725	11792	5116444																	
15100	2670	3009	515519																									
153086	350	13066	392380	227	545308	3305738																						
107098	41574	34908	14876	63821	20266	165	6193	2604	3910	16226	50	1600	4550	2053961	4381154													
10031	54609	72663	2353705	8000	600	2000	6000	296600	100	170	15414	8000	3939635	11987568														
87563	152479	183060	4144106	226	4580	10673	36284	4346	13064	24200	6062123	13610872																
6632	8598	26930	1433403	600	75	70	200	300	1000	800	1500	1934025	53074142															
76861	30820	112064	117079	600	2105	25868	58448	49185	1890	77220	1487409	3915099																
402562	10794	26414	663488	1600	162	113597	510	104449	25	368835	230063	130	80026	968812	15935321													
45275	74683	58950	402395	43798	26781	84965	2385	28177	3440	21198	5870	1340	24615	22152	620	141368	20748	195296	200	28963324	35012574							
1522	4226	589086	51485	200	8500	4926	13770	30500	9000	331450	158200	33600	549936	2305370														
8529	249490	31289	5315	200	21175	525	6207	250	8817	1001	3525	4575	468241	1412377														
3800	37195	741	1095	425	200	52680	400	750	48150	41595	311130																	
430	320950	1600	4000	10134	14364	5098	28290	7972	390	1165252	1815773																	
31075	26606	10918	56208	460662	7707	35390	4886	90591	103215	85205	3184364	441835	18845	154282	18036	2726	816	3226	648	16709	327798	6786735						
480	400	1400	145795	122747	11348	500	39000	64000	75	1655	10000	566503	1868751															
18749	3550	10651	800	50	100	125018	515664																					
6435	19460	5380	2205	594680	99722	3330	1200	4000	374199	23797	5115	74288	19000	395800	386855	16950	300	6233	87975	900	32136	1199203	9685305					
1150	21225	775	161050	1020	2150	100	32000	14901	2700	73	5275	4600	1200	180	282	2468782	3014664											
20	36460	20	677	13096	16000	115600	34433	200	1200	458301	788874																	
183	8035	145041	36558	272396	963364	29859	74316	9462	14864	8421	4080	31331	24958	7027	48230	33935	2303	2325	12279	375	132825	1843553	7026491					
500	43456	14648	13199	141877	4480	553	1545	1905	5513	800	12061	17393	38	155298	17352	18500	43546	1675	53156	16416	4875	1081044	5444543					
19522	8216	114746	18614	256799	864	2260	485	218448	86519	487677	55709	63588	159932	12398	482	1458184	6654047											
216	144480	22776	19944	14198	392367	106348	10100	4229	218	82000	90	18924	30883	2484	51921	4138	183717	12900	260	551124	89041031							
741400	2200	24600	90000	298112	18000	169510	33600	700	962000	7200	7661	1365	28832	16070	21304	14075	523704	59719905										
500	526	161	12763	2740	1682	50743	69715																					
55	287284	30	6202	375	12652	562	122435	70828	2175	25770	1453	81305	5015	3648	140278	6736232												
60000	835	18000	30	50	2525	3000	61200	1735	16086	111061																		
220	2500	716	300	128	615	665	200	10020	200	14475	19800	193157																
6336	1120865	292442	622071	1105794	3594699	222092	108436	43230	115248	488227	105697	24915	1607205	256281	58648	1869085	2148304	712995	481378	495173	166134	583246	5305733	69455	8701	241673109		
12230	4508430																											
7740	4211881	1031538	1448046	3113974	22554900	681025	1042756	217991	353334	1798634	356753	177061	8337446	1177611	155816	4509690	4724976	942315	969362	796562	286647	1837965	6093597	134570	396769	324548766	1060843155	

ANNUAL REPORT, 1857.

STATEMENT No. 13.

Weight in Pounds, sent from and received at each Station of Pennsylvania Railroad during the year of 1857.

No.	NAME OF STATION.	FORWARDED.				RECEIVED.			
		1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
1	Philadelphia.....	65,741,550	35,932,746	10,635,393	73,012,943	6,352,477	20,306,690	19,635,454	164,682,524
26	Baltimore.....	4,435,200	1,909,858	1,896,154	15,212,309	348,161	2,219,837	1,985,325	26,171,018
C	Lancaster.....	517,851	211,654	17,005	519,632	622,259	308,972	137,508	6,452,138
34	Columbia.....	253,443	51,900	34,296	22,345,011	233,395	258,401	85,964	7,262,479
36	Harrisburg.....	1,310,786	747,039	325,407	25,627,312	1,248,529	360,886	363,552	34,076,950
37	Cove.....	1,105	1,500	.....	60,400	3,584	11,871	48,427	49,650
38	Duncannon.....	135,246	48,675	19,600	5,904,335	191,166	247,754	88,501	9,306,315
39	Baileysburg.....	.....	.....	.....	233,675	558	.....	100	429
40	Newport.....	403,608	556,711	114,755	1,489,812	349,675	769,241	158,408	526,122
41	Millersburg.....	406,601	260,133	47,234	526,068	204,935	306,991	149,651	920,640
44	Perryville.....	441,382	618,141	52,962	3,052,093	241,667	648,818	127,034	653,107
45	Midlin.....	262,385	373,195	80,537	769,527	287,555	442,288	183,077	8,273,517
46	Lewistown.....	798,305	1,297,680	802,336	5,574,950	1,140,368	1,501,206	504,873	2,041,394
48	McVeytown.....	96,099	46,433	19,953	749,950	85,873	94,498	34,312	404,588
50	N. Hamilton.....	84,061	19,726	7,120	254,071	70,689	46,579	22,711	541,095
51	Mount Union.....	281,961	405,990	37,595	3,459,462	247,044	371,316	100,619	444,676
52	Mapleton.....	6,610	9,218	18,700	3,724,517	34,200	21,698	14,120	86,994
53	Mill Creek.....	138,939	64,774	18,731	949,863	94,683	101,852	23,473	251,374
54	Huntingdon.....	178,946	451,245	81,940	115,503,520	827,984	950,404	270,699	3,831,796
55	Petersburg.....	267,625	97,658	90,689	2,267,600	221,778	165,839	48,203	1,270,112
57	Spruce Creek.....	464,818	314,653	249,321	9,470,064	424,721	292,877	140,581	2,714,219
60	Union Furnace..	25,825	2,604	9,646	130,300	3,108	596	141	22,926
59	Tyrone.....	350,384	364,863	24,257	8,957,607	1,676,497	772,707	522,826	5,077,679
61	Tipton's.....	46,721	31,003	2,008	5,444,362	240,883	84,618	130,358	619,226
62	Fostoria.....	8,735	2,159	2,000	678,450	63,222	12,745	19,735	61,600
62	Bell's Mills.....	147,074	7,121	18,077	3,027,283	87,812	38,705	88,003	463,655
63	Altoona.....	335,130	169,738	27,094	3,990,177	1,037,820	374,166	886,228	17,362,016
M	Duncanville.....	48,733	58,719	77,385	11,617,505	119,986	86,516	37,331	707,667
K	Hollidays'gInt.	374,406	334,673	230,746	12,578,523	958,091	636,637	226,869	3,591,406
65	Gallitzin.....	122,742	16,333	13,880	53,140,594	123,808	113,339	91,043	681,424
66	Lilly's.....	.....	.....	.....	4,279,805	5,543	8,550	10,340	42,691
66	Cresson.....	97,670	52,312	96,668	3,712,044	262,479	161,668	79,689	882,321
69	Wilmore.....	130,221	182,892	20,481	15,941,055	345,833	316,361	197,831	2,204,801
72	Conemaugh.....	.....	.....	.....	.....	.....	.....	.....	.....
73	Johnstown.....	574,969	542,313	112,472	33,942,268	1,554,536	1,347,964	1,009,902	18,735,368
76	Ninevah.....	31,282	22,881	4,112	2,193,511	115,775	62,668	29,592	424,361
76	New Florence.....	126,512	27,677	40,187	1,186,119	78,465	37,637	26,695	901,407
77	Lockport.....	28,949	23,690	28,952	230,958	30,132	16,284	7,839	152,835
78	Bolivar.....	63,514	5,530	4,715	1,781,507	35,500	32,324	15,676	174,092
79	Blairsville.....	301,522	160,594	122,841	6,193,403	379,872	259,267	144,561	1,347,293
81	Derry.....	45,673	106,624	28,107	2,630,628	66,545	42,772	25,774	656,325
82	St. Clair.....	24,197	29,687	7,353	702,199	24,095	20,934	11,768	65,200
83	Latrobe.....	382,382	276,939	530,685	5,789,559	418,085	383,770	213,521	3,238,489
86	Greensburg.....	751,648	562,465	355,058	3,769,829	717,236	597,410	250,377	3,112,665
89	Manor.....	77,886	169,163	210,928	6,269,296	85,865	141,605	25,294	745,392
90	Irwin's.....	325,135	45,350	136,216	88,904,707	70,371	135,674	59,983	627,188
91	Larimer's.....	38,902	7,917	32,448	59,831,510	53,129	64,044	48,154	625,484
92	Stewart's.....	7,414	3,703	1,953	57,272	17,285	50,490	21,450	224,207
94	Pitts & Con. R.R.	677,777	1,224,760	432,694	26,931,637	659,054	1,146,557	582,530	3,695,338
94	Brinton's.....	86,090	28,307	79,291	5,804,459	210,957	201,825	131,952	1,489,678
97	Wilkinsburg.....	28,950	1,460	.....	94,350	12,002	2,688	2,370	79,855
99	Liberty.....	39,621	1,500	28,050	50,108	52,563	8,897	12,530	340,299
100	Pittsburg.....	6,677,702	21,073,537	21,938,739	191,996,383	65,150,995	32,440,264	10,238,129	216,449,960
	Homer's Mills ...	95,300	85,131	38,228	1,618,663	80,974	39,225	11,048	230,588
	Phillips' Mills..	36,695	24,503	23,508	430,811	26,690	10,322	4,735	1,404,784
	Indiana.....	609,638	673,985	344,810	7,971,202	946,488	671,721	283,231	6,549,821
	TOTALS.....	88,945,920	69,738,978	39,573,503	862,585,148	88,945,920	69,738,978	39,573,503	862,585,148

ANNUAL REPORT, 1857.

STATEMENT No. 15.

Report of Through Tonnage of Articles sent from and received at Philadelphia and Pittsburgh, in Cars of Pennsylvania Railroad Company, during the year 1857.

LIST OF ARTICLES.	FROM PITTSBURGH	FROM PHILADELPHIA
	TO PHILADELPHIA.	TO PITTSBURGH.
Agricultural Implements.....	69,588	454,226
Agricultural Productions.....	551,258	937,571
Boots, Shoes, Hats, &c.....	.....	4,881,376
Books and Stationery.....	183,700	2,360,675
Butter and Eggs.....	4,428,779	.....
Brown Sheetings and Bagging.....	.....	5,374,835
Cedarware.....	236,082	212,326
Confectionery and Foreign Fruits.....	.....	2,138,853
Coffee.....	.....	5,729,353
Cotton.....	733,651	161,100
Coal.....	11,011	.....
Copper, Tin and Lead.....	96,974	2,373,751
Dry Goods.....	723,735	48,442,442
Drugs, Medicines and Dye Stuffs.....	626,100	7,064,227
Earthenware.....	152,692	.....
Fresh Meats, Poultry and Fish.....	276,785	.....
Flour.....	65,163,024	48,816
Feathers, Furs and Skins.....	51,970	.....
Furniture and Oil Cloth.....	311,990	2,504,485
Glass and Glassware.....	1,555,943	868,914
Green and Dried Fruits.....	2,630,054	.....
Grass and other Seeds.....	81,971	.....
Grain, of all kinds.....	11,296,515	.....
Groceries, (except Coffee).....	149,426	18,755,092
Ginseng.....	101,322	.....
Guano.....	.....	12,250
Hardware.....	1,113,370	10,008,923
Hides and Hair.....	2,724,863	.....
Hemp and Cordage.....	1,153,344	1,334,638
Iron, rolled, hammered, &c.....	.....	217,720
Iron, Railroad.....	.....	389,097
Live Stock.....	40,056,014	122,075
Leather.....	844,025	2,428,264
Lard, Lard Oil and Tallow.....	7,155,977	.....
Lumber and Timber.....	714,730	27,304
Machinery and Castings.....	775,171	6,796,518
Marble and Cement.....	.....	2,577,776
Malt and Malt Liquors.....	405,446	43,945
Ore, Iron.....	.....	171,450
Oil.....	.....	2,454,893
Oysters.....	.....	240,825
Paper and Rags.....	614,837	1,702,745
Pot, Pearl and Soda Ash.....	107,495	8,332,527
Queensware.....	.....	4,928,353
Salt.....	.....	73,665
Salt Meats and Fish.....	24,704,577	3,552,423
Soap and Candles.....	796,674	.....
Tobacco.....	1,086,581	1,830,837
Tar, Pitch and Rosin.....	.....	430,656
Wines and Liquors, (foreign).....	5,580	2,974,461
Whisky and Alcohol.....	12,571,537	.....
Wool and Woolen Yarn.....	4,978,191	37,669
Miscellaneous.....	568,113	1,739,600
Total First Class.....	6,840,642	62,058,365
Total Second Class.....	17,611,766	53,563,860
Total Third Class.....	42,060,772	8,160,805
Total Fourth Class.....	123,295,945	30,553,626
Total during year. Pounds.....	189,809,125	154,336,656

ANNUAL REPORT, 1857.

STATEMENT No. 15—Continued.

Report of Way Tonnage of Articles sent from and received at Pittsburgh and Philadelphia, in Cars of Pennsylvania Railroad Company, during the year 1857.

LIST OF ARTICLES.	PITTSBURGH.		PHILADELPHIA.	
	FORWARDED	RECEIVED	FORWARDED	RECEIVED
	TO Way Stations.	FROM Way Stations.	TO Way Stations.	FROM Way Stations.
Agricultural Implements.....	290,303	516,876	37,779	.....
Agricultural Productions.....	203,245	218,277	78,183	.....
Boots, Shoes, Hats, &c.....	55,031	2,220	709,267	.....
Books and Stationery.....	31,492	31,789	173,441	.....
Butter and Eggs.....	22,686	99,924	.....	2,665,382
Brown Sheetings and Bagging.....	.....	.....	322,735	.....
Bark and Sumac.....	.....	6,221,900	.....	980,988
Cedarware.....	42,348	.....	245,877	.....
Confectionery and Foreign Fruits...	53,827	.....	335,566	.....
Coffee.....	214,828	.....	1,591,561	.....
Cotton.....	22,514	.....	34,245	.....
Coal.....	45,364	3,475	7,655	255,382,087
Copper, Tin and Lead.....	159,110	3,450	348,961	.....
Dry Goods.....	156,259	80,325	3,311,476	136,663
Drugs, Medicines and Dye Stuffs...	46,943	3,667	988,423	.....
Earthenware.....	47,733	.....	.....	.....
Fresh Meats and Poultry.....	47,742	23,021	.....	455,097
Flour.....	5,039,235	816,455	.....	2,842,806
Feathers, Furs and Skins.....	7,802	580	.....	.....
Fire Brick.....	.....	1,643,285	.....	.....
Furniture and Oil Cloth.....	125,579	20,465	444,033	36,667
Glass and Glassware.....	403,915	25,882	296,103	27,140
Green and Dried Fruits.....	46,395	56,553	.....	298,415
Grass and other Seeds.....	26,570	9,368	.....	873,123
Grain, of all kinds.....	1,111,047	2,776,425	.....	8,377,902
Groceries, (except Coffee).....	1,342,089	12,731	6,586,644	104,724
Guano.....	.....	.....	46,913	.....
Hardware.....	94,504	320,037	1,966,422	492,370
Hides and Hair.....	466,836	28,174	1,222,211	.....
Hemp and Cordage.....	66,229	.....	149,992	.....
Iron, rolled, hammered, &c.....	1,672,055	696,495	39,796	1,710,957
Iron, Blooms and Pig.....	103,603	73,604,998	.....	2,574,356
Iron, Railroad.....	.....	25,139,408	1,638,862	.....
Live Stock.....	3,476,756	60,386	46,505	9,955,769
Leather.....	53,635	43,325	134,708	2,285,018
Lard, Lard Oil and Tallow.....	125,605	21,202	.....	166,212
Lumber and Timber.....	2,529,996	544,323	55,541	25,728,000
Machinery and Castings.....	507,852	566,152	2,518,666	.....
Marble and Cement.....	57,337	66,343	991,885	.....
Malt and Malt Liquors.....	339,895	10,738	5,245	.....
Nails and Spikes.....	818,511	.....	92,424	1,680,182
Oil.....	181,695	.....	722,329	.....
Ore, Iron.....	.....	.....	263,900	.....
Oysters.....	.....	10,384	1,065	.....
Paper and Rags.....	31,703	264,076	4,205	330,062
Pot, Pearl and Soda Ash.....	34,125	89,000	38,315	.....
Queensware.....	30,774	2,365	672,934	.....
Salt.....	131,881	105,116	355,398	.....
Salt Meats and Fish.....	1,590,360	24,354	2,061,291	25,829
Soap and Candles.....	294,529	.....	.....	.....
Tobacco.....	283,942	4,580	405,166	.....
Tar, Pitch and Rosin.....	42,131	1,200	79,380	.....
Wines and Liquors, (foreign).....	154,112	3,770	939,007	.....
Whiskey and Alcohol.....	3,724,629	390,161	.....	1,219,631
Wool and Woolen Yarn.....	36,922	28,163	.....	171,486
Miscellaneous.....	1,988,682	5,547,744	500,750	123,726
Total First Class.....	2,732,503	276,145	7,034,142	3,373,186
Total Second Class.....	3,801,019	1,538,780	11,940,214	4,582,337
Total Third Class.....	4,129,344	650,105	3,036,988	10,053,200
Total Fourth Class.....	17,716,860	117,674,132	8,452,995	300,635,869
Total during year. Pounds...	28,379,726	120,139,162	30,464,339	318,644,592

ANNUAL REPORT, 1857.

STATEMENT No. 16.

Report of Tonnage of Articles sent from and received at Philadelphia, in Cars of Individual Transporters, (Philadelphia Division,) from August 1st to December 31st, 1857, inclusive: (five months' Report.)

LIST OF ARTICLES.	PHILADELPHIA	WAY STATIONS
	TO WAY STATIONS.	TO PHILADELPHIA.
Agricultural Implements.....	182,130	69,736
Agricultural Productions.....	709,068	250,479
Boots, Shoes, Hats, &c.....	120,075	.....
Books and Stationery.....	55,434	1,700
Butter and Eggs.....	.....	1,207,286
Brown Sheetings and Bagging.....	22,360	22,275
Bark and Sumac.....	.....	441,588
Brimstone.....	69,700	.....
Cedarware.....	38,151	.....
Confectionery and Foreign Fruits.....	110,107	.....
Coffee.....	702,776	.....
Cotton.....	379,788	.....
Coal, Anthracite.....	9,616,348	36,000
Copper, Tin and Lead.....	174,712	.....
Dry Goods.....	1,741,767	.....
Drugs, Medicines and Dye Stuff.....	511,712	.....
Empty Casks.....	.....	47,888
Fresh Meats, Poultry and Fish.....	.....	489,356
Flour.....	117,744	11,457,088
Feathers, Furs and Skins.....	4,934	36,350
Furniture and Oil Cloth.....	344,129	150,924
Glass and Glass-ware.....	183,290	.....
Green and Dried Fruits.....	.....	21,394
Grass and other Seeds.....	13,746	198,397
Grain, of all kinds.....	308,173	18,417,476
Groceries, (except Coffee).....	5,862,091	3,690
Guano.....	646,869	.....
Hardware.....	628,558	67,659
Hides and Hair.....	480,482	210,290
Hemp and Cordage.....	14,685	15,100
Iron, rolled, hammered, &c.....	1,150,038	3,488,949
Iron, Blooms and Pig.....	636,200	37,515
Live Stock.....	72,050	2,722,410
Leather.....	179,887	370,052
Lard, Lard Oil and Tallow.....	.....	178,811
Lime and Plaster.....	630,647	157,000
Lumber and Timber.....	646,178	1,838,130
Machinery and Castings.....	1,186,347	31,575
Marble and Cement.....	712,335	.....
Malt and Malt Liquors.....	296,133	.....
Merchandise.....	.....	379,666
Nails and Spikes.....	77,567	28,900
Nickel Metal.....	.....	319,501
Oil.....	264,238	.....
Oysters.....	272,102	.....
Paper and Rags.....	640,927	439,781
Pot. Pearl and Soda Ash.....	2,031,936	.....
Phosphate of Lime.....	.....	25,500
Queenware.....	284,311	.....
Salt.....	3,039,044	.....
Salt Meats and Fish.....	992,520	.....
Soap and Candles.....	16,356	.....
Straw Boards.....	.....	395,373
Tobacco*.....	157,822	53,756
Tar, Pitch and Rosin.....	565,270	.....
Wines and Liquors. (foreign).....	122,530	.....
Whisky and Alcohol.....	326,469	3,698,651
Wool and Woolen Yarn.....	108,580	87,426
Miscellaneous.....	250,955	20,027
Total First Class.....	3,202,794	2,229,032
Total Second Class.....	9,496,115	1,454,492
Total Third Class.....	1,433,709	3,908,640
Total Fourth Class.....	23,500,253	42,825,535
Total during 5 months (pounds).....	37,732,871	50,417,699

This Report dates from August 1st, when the Penna. Railroad took possession of the Columbia Railroad.

* Leaf Eastward.

ANNUAL REPORT, 1857.

STATEMENT No. 17.

Report of Tonnage of Articles forwarded from Stations on the Pennsylvania Railroad, in Cars of Individuals, for the year 1857 (exclusive of Philadelphia Division).

STATIONS.	Coal.	Iron Ore.	Iron.	Lime and Limestone.	Grain.	Lumber.	Stone, Clay, and Sand.	Miscellaneous Merchandise.	TOTAL.
Harrisburg.....	301,206,127	108,600	37,000	.....	.....	75,000	.....	2,341,895	303,768,622
Duncannon.....	.....	.....	1,423,193	.....	.....	.....	.....	2,000	1,425,193
Newport.....	.....	.....	.....	.....	628,267	.....	.....	.....	628,267
Millerstown....	.....	.....	.....	.....	.....	.....	.....	27,400	27,400
Mifflin.....	.....	.....	.....	.....	.....	.....	.....	2,000	2,000
Lewistown.....	.....	.....	.....	.....	.....	.....	.....	145,400	145,400
Mill Creek.....	.....	.....	1,982,551	.....	.....	.....	.....	.....	1,982,551
Huntingdon....	2,399,476	22,000	.....	.....	.....	.....	.....	68,500	2,489,976
Petersburg....	.....	.....	165,760	.....	.....	.....	.....	.....	165,760
Spruce Creek...	.....	5,013,296	924,000	.....	.....	.....	.....	.....	5,937,296
Tyrone.....	.....	.....	59,680	.....	.....	.....	.....	1,200	60,880
Tipton's.....	.....	.....	.....	.....	.....	48,000	.....	2,000	50,000
Altoona.....	14,549,450	7,903,976	1,335,280	100,000	.....	130,400	.....	72,095	24,091,201
Duncansville..	572,480	17,243,745	.....	210,650	.....	192,300	66,850	7,100	18,293,125
*Holidaysb'g..	9,017,900	2,052,800	.....	.....	.....	.....	.....	2,542,600	13,613,300
Gallitzin.....	6,930,000	97,000	7,000	60,000	.....	.....	.....	.....	7,094,000
Cresson.....	.....	54,000	.....	.....	.....	.....	.....	6,500	60,500
Wilmore.....	88,000	.....	.....	.....	.....	64,000	.....	.....	152,000
Johnstown.....	.....	5,435,600	.....	100,000	.....	.....	339,300	800	5,935,700
Blairsville....	3,318,000	.....	.....	60,000	.....	60,000	.....	3,000	3,441,000
Homer's.....	.....	.....	.....	.....	.....	57,000	.....	.....	57,000
Indiana.....	.....	.....	.....	.....	.....	168,000	.....	12,000	180,000
Manor.....	22,647,600	.....	.....	.....	.....	.....	.....	.....	22,647,600
Irwin's.....	7,087,200	.....	.....	1,179,750	.....	20,000	.....	.....	8,286,950
Larimer's.....	38,284,000	.....	.....	.....	.....	.....	.....	.....	38,284,000
Wilkinsburg...	128,761,800	.....	.....	3,506,700	.....	.....	.....	.....	132,268,500
*Johnstown...	.....	.....	.....	.....	.....	.....	.....	1,108,106	1,108,106
TOTALS.....	534,862,033	37,931,017	5,934,494	5,277,100	628,267	814,700	406,150	6,342,596	592,196,297

*The above items from Hollidaysburg and Johnstown are on account of the Allegheny Portage Railroad, closing November 1st—the miscellaneous merchandise from those two stations being canal freight.

Statement of Coal Forwarded to Pittsburg in Cars of Individuals, for the year 1857.

STATIONS.	WEIGHT.
Manor.....	22,647,600
Irwin's.....	5,546,000
Larimer's.....	38,284,000
Wilkinsburg.....	128,761,800
Total Pounds.....	195,239,400
Total Tons,	97,619 $\frac{1400}{2000}$.

ANNUAL REPORT, 1854. STATEMENT No. 18.

Coal Shipped from each Station to each other Station, Pennsylvania Railroad, in Company's Cars, for the year 1857.

FROM	TO	Philadelphia.	Lancaster and Columbia.	Harrisburg.	Puncation.	Midd.	Lewistown, Spruce Creek, and Dryden.	Altoona.	Hollidaysburg.	Johnstown.	Indiana.	Various Places.
*Irwin's.....		83,382,625	206,000	2,358,900	.....	.....	776,000	360,000	138,000	346,000	.....	144,000
*Larimer's.....		55,908,939	.....	.....	.....	.....	448,000	121,000	600,000	260,000	1,100,000	170,000
Huntingdon.....		67,126,386	7,839,525	19,229,511	8,167,806	7,883,462	.....	2,974,458	.....	.....	.....	258,280
Gallitzin.....		47,965,970	234,000	369,000	.....	.....	292,000	.....	.....	.....	.....	32,000
Johnstown.....		724,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blairsville.....		3,202,000	.....
Lilly's.....		772,650	1,961,650	12,000	.....	.....	1,624,650
Manor.....		218,000	.....	12,000	256,000	356,000
Wilmore.....		44,000
Brinton's.....		3,456,210	.....	.....	.....	.....
TOTALS.....		255,107,920	8,299,525	21,986,511	8,167,806	7,383,462	2,198,650	9,091,358	750,000	618,000	4,558,000	2,628,830

Coal delivered to Philadelphia City Gas Company for the year 1857.

*From Irwin's..... 80,750,625 Pounds.

Larimer's..... 55,438,939 "

136,189,564 Pounds.

68,094¹⁵/₁₆ Tons.

ANNUAL REPORT, 1857.

STATEMENT No. 19.

Comprising General Information of Freight, Tonnage, Tolls, Motive Power, State Tax, Mileage, (Tons carried one Mile,) &c., &c., in Pennsylvania Railroad Company's Cars.

MILEAGE ON PENNSYLVANIA RAILROAD.																		
1857. MONTHS.	Tons Through Freight.		Tons Local Freight.		Tons Moved.		No. of Cars to and from Philadelphia.		Average Load per Car.		Tons Baltimore Freight.		MILEAGE ON PENNSYLVANIA RAILROAD.					
	East.	West.	East.	West.	Total.	East.	West.	East.	West.	POUNDS.		East.	West.	THROUGH.		LOCAL.		TOTAL.
										East.	West.			East.	West.			
January.....	3964	3178	11465	8369	20976	2837	2825	7751	2928	1110	680	983105	788112	1647881	1056745	4475843		
February.....	9438	6659	13406	10774	40277	4756	4781	7409	3061	1523	1064	2340548	1651354	1931028	1397206	7320136		
March.....	10616	13496	15218	11286	50616	5414	5373	7014	5420	1392	1555	2632602	3347074	1773598	1538732	9292006		
April.....	8450	8468	19755	13411	50084	5862	5852	7505	3902	880	1317	2095604	2100026	2355854	1644354	8195838		
May.....	4744	6580	20152	12993	44469	5995	5874	6818	2775	952	1229	1176532	1631831	2930284	1560129	7298776		
June.....	5142	4780	24087	11159	45168	6390	6393	7032	1872	1258	709	1275269	1185492	3642817	1340435	7444013		
July.....	6384	5731	29401	8922	50438	7375	6926	7373	1956	1352	846	1583231	1421241	4560374	1218128	8782974		
August.....	4700	9269	25524	8465	48018	6852	6759	6964	4528	1048	931	1180490	2298739	4032788	1076597	8588623		
September.....	9231	9174	24027	9441	51873	7300	6930	7027	3059	819	977	2289174	2275261	3472063	1240674	9277172		
October.....	6925	4392	18199	9018	38534	5234	5110	6957	2420	1765	957	1717296	1082022	2861788	1079734	6748020		
November.....	12084	3121	18288	7416	40909	5903	5880	7585	1440	1440	755	2906921	773984	2968870	740969	7480744		
December.....	13167	2320	18605	8966	43958	6252	6198	7771	1019	1731	453	3265548	575332	2748056	882675	7471611		
Totals.....	94905	77168	238127	129220	530420	70170	68881	7275	2840	15270	11473	23556329	19137648	34925401	14476378	92375756		

STATEMENT No. 11.—*Continued*

1857. MONTHS.	Mileage on Harrisburg and Lancaster Railroad.	Mileage on Columbia Railroad.	Tons Subject to State Tax.	Mileage of Taxed Tonnage.	State Tax on Regular Freights.	RECEIPTS.			
						For Freight Proper.	For Tolls and other sources.	Motive Power on Harris and Lanc R. R.	TOTAL.
January.....	452,521	1,248,355	19,437	3,402,419	\$10,207 25	\$109,693 83	\$4,702 59	839 86	175,236 28
February.....	805,486	2,222,039	29,576	6,000,304	18,000 91	310,102 20	4,718 76	1,069 20	313,080 16
March.....	883,066	2,406,112	39,880	8,196,851	24,390 56	432,639 77	5,710 85	1,421 43	439,772 10
April.....	987,948	2,735,398	30,586	6,213,038	18,751 81	310,854 74	6,449 26	1,056 77	328,360 77
May.....	835,719	2,610,605	25,172	4,818,675	11,456 62	240,005 90	6,444 22	922 54	247,372 75
June.....	835,159	2,386,647	22,323	4,315,050	12,947 88	235,535 19	4,933 33	900 76	232,369 31
July.....	1,024,590	2,817,808	22,137	4,017,849	13,833 55	257,674 08	5,551 31	687 72	263,913 71
August.....	977,773	2,700,910	23,182	5,065,977	15,197 93	274,582 49	27,494 16	661 86	302,738 51
September.....	1,177,426	3,218,973	29,750	6,394,428	13,183 28	266,500 15	36,288 77	687 62	323,452 54
October.....	734,977	2,927,524	21,692	4,526,344	13,579 63	206,505 11	29,017 89	590 73	236,293 69
November.....	779,271	2,153,977	24,949	5,101,152	15,303 49	230,529 81	20,462 55	428 77	241,420 93
December.....	806,747	2,193,511	26,746	5,323,511	15,970 53	249,836 80	18,798 29	660 51	269,295 51
Totals.....	10,361,583	28,832,930	315,230	64,007,607	\$192,022 80	\$3,196,046 76	\$170,541 68	\$9,927 82	\$3,376,516 26

STATEMENT No. 19—Continued.
Tonnage, Mileage, &c., &c., in Individual Cars.

1857. MONTHS.	Tons Individual Cars, Pennsylvania Railroad.		Tons Individual Cars Philadelphia Division.		Tons Ind'l Cars Har. and Lanc. Railroad.		Tons Moved.		Mileage on Pennsylvania Railroad.		Mileage on Philadelphia Division.		Mileage on Har. and Lanc. Railroad.		Mileage of Taxed Tonnage		State Tax on Tonnage	
	East.	West.	East.	West.	East.	West.	TOTAL.		East.	West.	East.	West.	East.	West.	Ind. Cars.	Ind. Cars.		
January.....	1,797	11,228	.....	.....	3,115	978	17,118	29,807	176,175	.....	.....	.....	112,127	35,217	12,669	\$38 01		
February.....	1,609	15,416	.....	.....	3,917	1,289	22,231	15,286	169,206	.....	.....	.....	140,999	46,401	2,864	8 59		
March.....	2,051	20,134	.....	.....	5,006	1,921	29,112	39,959	203,584	.....	.....	.....	180,235	69,147	8,924	26 78		
April.....	2,050	19,073	.....	.....	3,117	2,053	25,273	46,629	234,006	.....	.....	.....	112,210	73,178	17,469	52 41		
May.....	2,144	40,572	.....	.....	2,434	2,062	47,212	51,074	227,105	.....	.....	.....	87,654	74,215	16,174	48 52		
June.....	2,794	15,167	.....	.....	2,418	1,972	22,351	45,999	169,881	.....	.....	.....	87,031	70,996	19,517	58 55		
July.....	2,972	28,054	.....	.....	1,905	1,445	34,377	61,492	250,067	.....	.....	.....	68,627	52,027	16,544	49 63		
August.....	2,465	29,453	13,539	4,291	1,836	1,389	864,273	93,230	150,484	544,670	210,388	.....	66,009	50,017	17,861	53 58		
September.....	2,854	19,755	13,210	5,277	1,898	1,453	89,155	97,017	217,409	523,457	272,492	.....	68,330	52,305	26,889	80 66		
October.....	13,344	12,203	12,258	4,647	1,567	1,312	88,903	134,099	190,545	455,986	297,034	.....	56,399	47,237	22,777	68 33		
November.....	7,040	19,924	10,623	3,472	1,282	807	43,148	107,271	237,951	436,796	133,705	.....	46,150	23,074	25,767	80 30		
December.....	7,848	16,350	17,745	3,540	2,037	1,181	48,702	106,750	161,933	533,365	152,623	.....	73,349	42,530	17,161	51 48		
Totals.....	48,968	247,329	67,376	21,227	30,533	17,842	472,855	832,613	2,388,506	2,494,284	976,242	.....	1,099,199	642,345	205,616	\$616 84		

Portage Railroad.		Mileage on Portage Railroad.	
East.	West.	East.	West.
August.....	8,237	112,593	134,785
September.....	10,034	.....	172,147
October.....	10,590	194,597
Total.....	*28,861	131,194
*28,861 10,719 *included.		478,268	460,576

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STATEMENT No. 20.

Pennsylvania Railroad Classification of Merchandise.

ARTICLES OF FIRST CLASS.

Acids in car loads. Acids double rates, except in car loads.	Feathers, Furs, Figs in drums.	Poultry, dressed, owner's risk.
Agricultural Implements.	Fish, (fresh,) prepaid.	Rattan, Russia Bristles.
Burning Fluids, owner's risk of leakage	Garden Seeds, Glass Ware, Window Glass, westward.	Raisins, <i>WAY</i> .
Baskets, twice first class rates.	Grapes, in kegs.	Raisins, THROUGH, not strapped.
Butting, Blinds, Bonnets.	Game, prepaid.	Refrigerators.
Books, Boots and Shoes, Bread.	Hats and Caps.	Steam Boilers, 30 ft. and under.
Buffalo Robes, westward.	Household Goods, (not furniture,) well boxed.	Steam Boilers, over 30 ft., once and a half first class rates.
Brushes and Brooms.	Hair, in sacks, westward.	Seythe Snaths, Scales and Scale-beams, not boxed.
B of, fresh.	Ink, Indigo.	Sleighs, boxed, twice first class rates.
Bottled Liquors of all kinds.	India Rubber Goods, Ivory.	Stoves, <i>WAY</i> , Stationery.
Boxes, empty, Butter, fresh.	Liquors, in glass.	Stoves, less than car loads, at owner's risk.
Carboys, empty, owner's risk.	Liquors, in bottles.	Stove Plates, at owner's risk.
Camphene, at owner's risk of leakage.	Lemons, sacked.	Stove Pipe, Saddlery, <i>WAY</i> .
China Ware, in boxes.	Live Stock, at owner's risk.	Sashes, glazed or unglazed.
Cerriages, well boxed, twice first class rates, owner's risk.	Looking-Glasses, Glass Plate, and Show Cases, double rates, except when released.	Snakeroot, Sizing.
Cabinet Ware, set up and boxed, twice first class rates.	Looking-Glasses, first class rates when released.	Trunks, Tin Ware, boxed.
Chest Ware, knocked down, well boxed, first class rates.	Mattresses, twice first class rates.	Trees and Shrubby, boxed, owner's risk.
Chair and Wooden Ware.	Mouldings and Picture Frames, once and a half first class rates.	Trees and Shrubby, baled, owner's risk, once and a half first class rates.
Cards, Carpeting, Corks, Confectionery.	Mats and Rugs, Medicines.	Twine.
Chairs, boxed, twice first class rates.	Marble, wrought, owner's risk.	Toys, boxed, once and a half first class rates.
Cigars, boxed and strapped.	Measures and Tubs.	Umbrellas.
Cassia, in mats, Caps.	Moss, in sacks.	Veneering, west'd, not boxed.
Covers and Sleeves, Clocks and Weights.	Musical Instruments.	Venison, prepaid.
Copper and Brass Vessels.	Mineral Water, in glass.	Wagons, (children's), not boxed, twice first class rates.
Demijohns, owner's risk, twice first class rates.	Nuts, in bags.	Wagons and Hobby Horses, boxed, once and a half first class rates.
Drugs, in bales and boxes.	Oysters, in kegs and cans, fresh.	Wax, Wine in boxes or baskets.
Dry Goods, in boxes, bales and trunks.	Oranges, sacked, Oil, in glass.	Whips, Whalebone.
Eggs, at owner's risk, <i>WAY</i> .	Paper Hangings, not boxed.	Wheelbarrows, Wooden Ware.
Furniture, set up and boxed, twice first class rates.	Preserves, in glass, at owner's risk.	Wagon Felloes and Bows.
Furniture, knocked down, well boxed, first class rates.	Pickles, in glass, owner's risk.	Wagons, (farming).
Furniture, new, not boxed, only taken by special contract.	Palm Leaf, Peltries.	Wrapping Paper, in bun, <i>WAY</i> .
Furniture, second hand, owner's risk.	Printing Presses.	Willow Ware, twice first class rates.
	Piano Fortes, at owner's risk.	Wadding, Wool, westward.
	Porter and Ale, in glass.	Wine, in baskets and boxes.
	Poultry, in coops, double rates, at owner's risk.	Woolen Yarn.
	Pork, fresh, and other fresh meats, <i>WAY</i> .	

ARTICLES OF SECOND CLASS.

Agricultural Productions, not specified.	Bacon and Pork, westward.	Coffee, ground, in boxes or bils.
Agricultural Implements, released.	Beer, Porter and Ale, in wood.	Cassia, in bags or boxes.
Antimony, crude. Axes.	Blacking, Blue Vitriol, Borax.	Capstans, Currants, dried.
Apples, dried and green.	Butter, salted.	China Ware, in casks.
Baking Powders, Bed Cord.	Broom Corn, compressed.	Cutlery, Chair Stuff, in rough.
Bags, Bagging, Bells, Bottles.	Buffalo, Bear and Deer Skins, in bales, eastward.	Copper, in plates, sheets, bolts, wire, nails, or rods.
Boiler Flues, Berries.	Burlap and Duck.	Copper Bottoms, Chain.
Brimstone, in boxes or kegs.	Carriage Springs, Axles and Boxes, Cocoa, Chocolate.	Cotton Waste.
Binder's Boards, Burlaps.	Carpenter Work, except sashes.	Cheese, boxes or casks, west'd.
		Clover and Grass seeds.

ARTICLES OF SECOND CLASS CONTINUED.

Crockery, in boxes and bbls.	Hollow Ware, (iron), WAY.	Pumice Stone.
Congress and Bedford Water, in boxes or barrels.	Iron, hoop, band and sheet.	Queensware, WAY.
Castile Soap, Cider Mills.	Iron, galvanized.	Rubber Car Springs, loose.
Casks or Barrels, empty.	Iron Castings, light.	Rubber Packing, and Hose.
Cauldles, westward.	Leather.	Raisins, strap'd, Rice, in bbls.
Dye Woods, in bags or barrels.	Liquor, in wood, Liquorice.	Rags, in sacks, crates & boxes.
Domestic Sheetting, Shirting.	Lead Pipe, bar and sheet.	Ropes and Cordage, WAY.
Ticking and Denims, in original bales.	Lampblack, Loaf Sugar.	Scythes, Shovels, Spades.
Drugs in casks, Dairy Salt.	Machinery.	Salaratus, Soap, westward.
Dear Skins, pressed, Duck.	Mabogany boards and plank.	Spices, Starch, westward.
Eggs, in bbls., at owner's risk, THROUGH.	Marble Slabs, under 3 inches in thickness, unwrought, at owner's risk.	Saddlery, Sardines, in boxes.
Emery, Extract of Coffee.	Marble Monuments, at owner's risk.	Sugar, WAY, Straw Paper.
Extract of Logwood.	Moss, pressed, in bales.	Shot, in bags, Sugar, in bags.
Flaxseed, Flax, boxed.	Manganese, Mechanics' tools.	Shoe Pegs.
Flues, Copper.	Molassas, WAY, Melons, prepaid.	Scales and Scale-beams, boxed.
Forks, Hay, and Mannre.	Nuts, in barrels or casks.	Salt, dairy, Sweet Potatoes.
Figs, in boxes and casks.	Oakum, Oil-Cloth.	Tobacco, in bales.
Ginger, Glue, Gum Copal.	Oil, in casks or barrels, WAY.	Tobacco, cut, in boxes or bbls.
Groceries, assorted, (not otherwise specified), Ginseng.	Pittsburg Glass Ware, less than full car loads, THROUGH.	Tow, boxed, Tea, Type.
Grass and Clover Seed.	Paints in boxes and cans.	Tallow, westw'd, Tallow, WAY.
Guns and Rifles.	Pea Nuts, eastward, less than full car loads.	Turpentine, spirits.
Hides, dry, in bales.	Palm-Leaf, pressed.	Varnish.
Hides, dry, loose.	Printers' Ink, in kegs or bbls.	Veneering, boxed, westward.
Hogs' and Cattle Hair, packed, WAY.	Paper, in boxes, Pasteboard.	Wagon Hubs and Spokes.
Honey, Hoes, Hops.	Peaches, dried, Printing Paper.	Wood, in shapes, Wire.
Herring, in boxes and kegs.	Prunes, in casks, Pepper.	Willow Reeds, in bundles.
Hemp, boxed, Hardware.	Paper Hangings, in boxes.	Wine, in casks.
Hollow Ware, THROUGH, less than car loads.	Paper, Wrapping, THROUGH.	White Lead and Whiting, WAY.
	Pickles, in casks.	Whisky and other domestic Liquors, westward.
		Wool and Sheep Pelts, eastward.
		Yarn, pressed.
		Zinc, in rolls and sheets.

ARTICLES OF THIRD CLASS.

Anvils, Alcohol, westward.	Hollow Ware Castings, in car loads, THROUGH.	Pork, dressed, in car loads, at owner's risk.
Barilla, Bones, loose.	Hemp, at owner's risk in all cases.	Pork, salted, loose, Putty.
Black Lead, in barrels.	Hogs' or Cattle Hair, packed, THROUGH, in car loads.	Pea Nuts, eastward, in full car loads.
Bark and Cob Mills.	Iron Safes, Iron Railing.	Pittsburg Glass Ware, in full car loads, THROUGH.
Bacon and Pork, salted, loose or in sacks, eastward.	Ice, at owner's risk.	Potatoes, Turnips.
Beans and Peas.	Iron Castings, large and plain.	Rubber Car Springs, in boxes and casks, Rubber Belting.
*Bran, Shipstuff, & other feed.	Iron Pipes.	Sand Paper.
Brass, not manufactured.	Junk, Jute.	Saltpetre, refined, in kegs.
Brick Presses.	Lead, in casks or pig, WAY.	Sad Irons, in casks.
Burr Blocks, eastward.	Lightning Rods, in bundles.	Spelter, Shot, in kegs.
Chickory, Crucibles.	Lard, WAY.	Soda, in boxes.
Cider, in bbls. or hhds.	Madder, in hhds., Manilla.	Salaratus, eastward.
Copper, in boxes or casks.	*Mill-stones, finished.	Starch, eastward.
Cheese, eastward, Coffee, WAY.	*Marble Slabs, 3 inches and over in thickness, WAY.	*Steam-engines, and heavy machinery.
Chains, in casks.	Nails, in bags, Nails, wrought.	Stoves & Stove Plates, THROUGH, at owner's risk, in car loads.
Dye Woods, in stick.	Oysters and Clams in shell, at owner's risk, WAY.	Veneers, eastward, Vinegar.
Epsom Salts, in barrels.	Oysters, spiced, in kegs or cans.	Wire Rope, Wire Fencing.
Flour or Meal, in sacks.	Oil, in hhds. or bbls, THROUGH, except Lard and Rosin Oils.	White Lead.
Gum Sbellac, in original pkgs.	Oil Cake, loose. Onions.	Window Glass, eastward.
Glauber Salts.	Paints, dry and in oil.	Zinc, in boxes.
Guano, Gunny Bags.		
Hoofs, Horns, and Glue pieces.		
Hay, pressed, at owner's risk from fire.		
Hides, green, westward.		

ARTICLES OF FOURTH CLASS.

Alcohol, eastward.	Bacon and Pork, in casks or boxes, eastward.	*Boards and other sawed lumber, *Bone-dust, in casks.
Anchor, Ashes, Pot or Pearl.	Bale Rope, Bath Bricks.	*Bricks, Broken Castings.
Alum, in bbls, and bbls.	*Bark, ground or unground.	Candles, eastward.
Brimstone, in bbls. and hhds.	Beef, salted, in casks.	Car Wheels and Axles, Chalk.
Bleaching Salts.	Bones, packed.	Crockery, in crates and hhds.
Burr Blocks, westward.	*Blooms and Anconies.	Chain Cable, Coffee, THROUGH.
Barley, Barytes.		

ARTICLES OF FOURTH CLASS CONTINUED.

*Cements, *Clay, *Cinders.	Locomotive Tire.	*Railroad Ties and Sills.
*Coal, *Coke, *Charcoal.	Lard and Lard Oil, THROUGH.	Rosin Oil, THROUGH.
Chloride of Lime, Codfish.	Lime, in barrels.	Saltpetre, except ref'd, in kegs.
Copper, pig or ore, Cotton.	Lead, in cakes or pigs, THROUGH.	Sugar, in hhds., bbls. & boxes,
Earth, Paints, Earthen and	*Laths, Post and Rails.	THROUGH, Soap, eastward.
Stone Ware, in crates & hhds.	Malt, Molasses, THROUGH.	Soda, in casks or kegs.
Fish, salted, *Fire-bricks.	Mahogany Logs.	Soda, ash, *Stone, unwrought.
Firewood, Fence Wire.	*Marble, in blocks, unwrought.	*Sand, Spokes.
Flour, in barrels, calculating	*Marble Slabs, 3 inches and	*Staves and Heading.
200 lbs. per barrel.	over in thickness, THROUGH.	Shooks, Shingles.
*Grain of all kinds, in bags or	Mill-stones, in rough.	School Slates, Steel.
casks, Gas Pipes.	*Manure, except Guano.	*Slate and Tile, for roofing.
German Clay, Grindstones.	Nails and Spikes, Nail Rods.	Sumac, Salt, Soapstone.
Hides, green, eastward.	Oysters and Clams in shell, in	Straw-Boards, eastward.
Hams, Shoulders, and Sides, in	bbls., THROUGH, owner's risk.	Tobacco, leaf, in hhds. or boxes.
casks and boxes, eastward.	Oil-cake, in casks or boxes.	Tobacco, in boxes or kegs.
*Heading and Hoop-poles.	Pitch, Plaster.	Tin, Tar.
*Iron and other Ores.	Quensware, THROUGH.	Tallow, THROUGH, eastward.
*Iron, bar, pig, boiler, railroad,	*Railroad Chairs and Spikes.	*Timber, round or hewn.
and scrap.	Rags, pressed.	Whisky, eastward.
Iron Nuts, Rivets and Bolts.	Rosin, Riegging, Rice, in tierces.	Whiting, Water Pipes.
*Iron Castings, heavy.	Rope, THROUGH.	Zinc, in casks.

Unenumerated articles will be taken at the rates charged on analogous or like articles.

* See Article Fifth, in Conditions, to which Agents will strictly adhere.



